

THE

DECEMBER 1983

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



**SPECIAL
PHOTO
TECHNIQUE
ISSUE**



STRATO-CLOUD Δ — it has a Winning Tradition!

Chances are you made your first square jump on a Para-Flite Strato-Cloud. Why a Strato-Cloud?

Your instructor knew you needed a reliable, easy handling and predictable square that could be landed safely and softly. He knew the Strato-Cloud, as the Worlds best selling ram-air, had these qualities in abundance plus:

1. Clean, orderly and reliable openings
2. Rock solid flight, predictable stall and stable sink right down to 100% brakes.
3. Easy flare and ultra-soft landings.

Not coincidentally, these attributes of the Strato-cloud Δ make this square a deadly accuracy canopy.

Kathy Cox (CANADA) won the Gold Medal in Women's Accuracy after she dead-centered out at the last World Meet held in Bulgaria in 1980.

Craig Winning (also of CANADA) won the Silver Medal in Men's Accuracy after he also dead-centered out at the same meet. Both were jumping Strato-Clouds.

Surprised? You shouldn't be, the Strato-Cloud Δ is the choice of more National and World Accuracy Champions than any other ram-air ever built. So if you're in the market for your first square or looking for a superior accuracy canopy, take a look at the Strato-Cloud Δ . 9 pounds, 240 ft² of area and a history of winning the big meets.

Strato-Cloud Δ — Start with it, Win with it.

Strato-Cloud Δ



PARA-FLITE'S SWIFT The ultralight skyrocket of Squares

When it comes to performance and light weight, nothing — *but nothing*, can beat Para-Flite's Swift Main.

The Swift Main is the performance leader of the Para-Flite line of canopies. With its patented spanwise construction, it is the first 5-cell square that flies faster, further and flatter than *any* 7-cell square on the market (including our remarkable Cruislite).

The Swift Main is not a square for the novice or heavyweight but if you are a relative worker who knows how to fly a square parachute and you want high forward speed (lots of forward speed) plus ultralight weight and the smallest pack volume, then you should be jumping a Swift.

Quite simply, the performance is amazing. The Swift Main weighs only 6 pounds (pounds lighter than the competition) and packs into a deployment bag that measures only 7" x 14'.

In a world where parachuting advertising is dominated by superlatives — *the Swift delivers.*

*Swift is the canopy of choice of Mirror Image, 1981 World RW 8-Way Champions

Swift MAIN

CRUISLITE — Para-Flite's 220 ft², 8 pound RW canopy that all sky-divers love!

We think the Cruislite is the best all-around square we've ever built.

So do their owners. From the many letters we receive, here are a few unsolicited testimonials:

"I'm more impressed with every jump I make on the Cruislite. Camera jumps, fun (what?) jumps, CRW — it excels in all areas. My congratulations on a fine canopy."

Rande Deluca-California

"The Cruislite is an excellent parachute and lives up to all of my expectations."

Robert Lane-Maine

"Performance 110%. Great quality and workmanship. 100% love the Cruislite. Your companies best!"

Bill 'Stable' Mason-Missouri

"Fantastic canopy. Good smooth openings. Handles great in all stall maneuvers, riser turns and spirals. Responsive. Good landings. Thank you for a lot of fun after the free-fall is over."

Cliff Lord-North Carolina

"I cannot say enough about your Cruislite. The fact we collectively made nearly 3000 jumps without a single malfunction is a testimonial in itself. They are the best flying canopies I've ever had the opportunity to jump!"

Jim Baker/Mirror Image-Missouri

"I have only praise for the Cruislite. 560 tippy-toe landings. This canopy gives me peace of mind to enjoy sky-diving. Keep it up!"

Guy Bryant-Arizona

"If the Cruislite gets any better I won't be able to stand it. Thanks for a great canopy. SKY DIVE!"

Robert 'Lizard' Waltzer-California

CRUISLITE — To have one is to love one.

CRUISLITE



PARA-FLITE, INC.

5801 Magnolia Avenue • Pennsauken, NJ 08109 USA
(609) 663-1275 • Telex 831355

After the sale

Para-Flite, besides being the acknowledged technical and performance leader of the entire parachute industry, is also head and shoulders above the competition when it comes to customer service. Our "after the sale" policy is the same today as when we were founded. The customer's complete satisfaction comes first. Period. That has always been our policy and it always will be.

©1982 Para-Flite, Inc. XL Cloud, Strato-Cloud Δ , Cruislite, Swift and Safety Star are Trademarks of Para-Flite, Inc. Para-Flite, Inc. also makes a complete line of Military Products. For more information regarding Military Products contact Para-Flite direct.

The gliding parachutes made by Para-Flite, Inc. are covered by one or more of the following US Patents: 3540681, 3724789 and corresponding Foreign Patent Rights. Other US and Foreign Patents are pending.



Look for this symbol, it's your guarantee
of Quality Products and Service

THOMAS SPORTS EQUIPMENT

MANUFACTURER & SUPPLIER

Directors: J. L. Thomas and G. Thomas



Buying Gear in the States?

If you're planning on buying gear in the U.S., think again. WE CAN OFFER YOU LOWER PRICES THAN U.S. DEALERS when you collect in the States, with the added advantage of paying for it in the U.K. If you order your custom kit a reasonable time before departure we will have it waiting for you at any address in the United States (non-custom kit in four days).

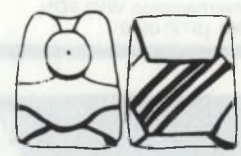
After Sales Service

Being based in the U.K. means not only a fast service, but should you have any problem with your new gear we're in the best position to help you sort it out.

LOFTYS LOFT

Lofty's Loft provides a full rigging service for repair and manufacture. We also produce two of our own rigs:

The T.S.E. Chaser and the T.S.E. Jet Stream.



Both rigs are made to custom specifications with either pull out or throw away deployment systems.

FAA Licensed Master Rigger
No. 2085459

ACCESS AND BARCLAYCARD ACCEPTED.

THOMAS SPORTS EQUIPMENT
TOP FLOOR
102-104 ST. JOHN STREET
BRIDLINGTON
NORTH HUMBERSIDE
Tel: (0262) 78299





* Hard bound

* 176 pages

* 12 full colour pages

Full of information and entertainment

ORDER YOUR COPY NOW — IT'S THE IDEAL PRESENT!

To: The Best of Sport Parachutist
9 Jarvis Street
Upavon, Pewsey
Wiltshire, SN9 6DU.

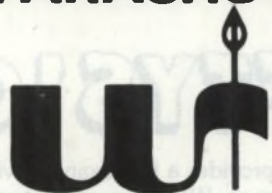
Please send me copy/copies of the Best of Sport Parachutist.

Name

Address

I enclose a cheque for ~~£10.45~~ per copy made out to: The Best of Sport Parachutist. **£7.00 XMAS OFFER ONLY.**

INSURANCE FOR PARACHUTISTS



WEST MERCIA INSURANCE BROKERS

High St., Wombourne, Nr. Wolverhampton WV5 9DN
Tel: Wombourne 892661 (STD 0902)

JUMPSUITS

Standard Student Design

SPORTSWEAR
by



- Cotton Drill Fabric
- Double Full Length Zips
- RED ORANGE
- BLUE GREEN
- BLACK WHITE

Flashing First Strip - **£3***
Each Extra - **£2**

£27

£1.50 p&p

*** First stripe absolutely free!**

Small Medium Large & X Large Sizes

WILLOW SPRINGS, CHURCH ST, DURRINGTON
Nr SALISBURY WILTS. Tel 0980 52364



DIARY OF EVENTS

DECEMBER 9-19 - World RW Championships, South Africa

NOVEMBER 7-11 - PI Course 4 - 83, Swansea

NOVEMBER 14-18 - Exam course 4 - 83, Swansea 1984

JANUARY 6 - BPA Dinner Dance, Leicester

JANUARY 7 - Instructors Convention/AGM, Leicester

JANUARY 14-22 - Para-Ski Competition, France

JAN 30 - FEB 3 - Riggers Course, Ipswich

FEBRUARY 6-10 - PI Course 1/84, Weston on the Green

FEBRUARY 10-12 - Judges Seminar, Netheravon

FEBRUARY 13-17 - Exam Course 1/84, Weston on the Green

MARCH 9-11 - French Para-Ski Championships, France

APRIL 21-23 - Fun Meet, Netheravon

MAY 5-7 - Classics Meet (FAI Rules), Netheravon

MAY 7-11 - PI Course 2/84, Headcorn

MAY 14-18 - Exam Course 2/84, Headcorn

MAY 26-28 - RW Meet (FAI Rules), Weston on the Green

JUNE 2-3 - Police Accuracy Meet, Sibson

JUNE 23 - JULY 8 - BPA National Championships, venue not yet decided

JULY 18-28 - RAPA Championships, Bad Lippspringe

AUGUST 6-10 - PI Course 3/84, Cark

AUGUST 13-17 - Exam Course 3/84, Cark

AUGUST 18-30 - Army Championships, Netheravon

AUG 22 - SEPT 2 - World Championships (Classics), Vichy, France

NOVEMBER 5-9 - PI Course 4/84, venue not yet decided

NOVEMBER 12-16 - Exam Course 4/84, venue not yet decided

CONTENTS

6-7	Drop Inn
8	B.P.A. Clubs
10-14	Correspondence
15	Kit News
16	Beat the Brain Lock
17	Sec Gen Corner
18	Club Page
19-26	Jump Camera
27	Skyvan Boogie
28	Cold Christmas Turkey
29	More Judges
30	Council Minutes
32	French Jump Centres
34	Goodbye Dolly
35	Club Page "Red Freds"
36	Club Page
34	Council Minutes
42	Judges Rules OK.
44	STC Minutes

THE SPORT PARACHUTIST

Vol. 20
No. 5
DECEMBER
1983

The Journal of the
BRITISH PARACHUTE
ASSOCIATION
47 Vaughan Way
Leicester LE1 4SG
Tel. (0533) 59778/59635

BPA Council

Chairman
J. T. Crocker

Vice Chairman
J. L. Thomas

Chairman Safety and
Training Committee
J. Sharples

Treasurer
P. W. Ritchie

Chairman Competitions
Committee
Lt. Col. S.D. Lambe

Other Members

Ms. S. Brearley	R. Colpus
B.P. Dyas	D.F. Hennessy
R. Hiatt	G. Lilly
L.W. Melville	M. Munn
G. O'Hara	D. Tylcoat
J. Walmsley	Mrs J. Watts
K. Yeoman	

Editor, Sport Parachutist
Dave Waterman

Editorial Assistants
Sarah Brearley,
Rob Colpus

Advertising Manager
Ray McGuire

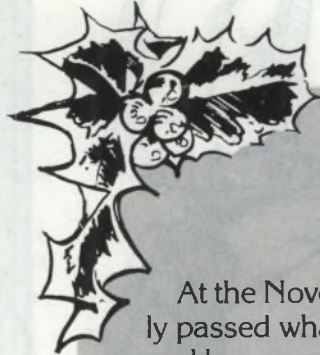
BPA Staff
Charles Port Secretary General
Trudy Kemp, Susan Bates,
Debbie Walker

National Coach and
Safety Officers
Tony Butler
John Hitchen



Affiliated to the Fédération Aéronautique
Internationale through the Royal Aero Club of
the United Kingdom.

Editor's Note
The views of contributors to The Sport Parachutist
are not necessarily those of the Editor, or of the
British Parachute Association, and no liability is
accepted for same.



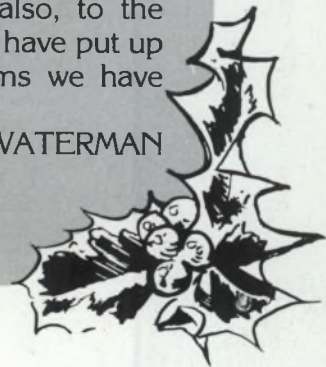
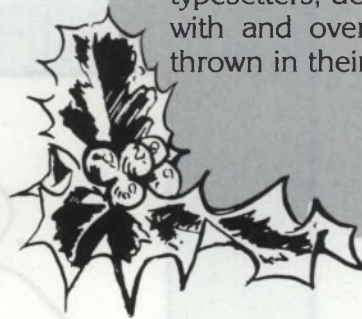
EDITORIAL

At the November meeting the Council unanimously passed what I consider to be the most courageous and long overdue resolution in the history of the BPA.

In that as from the 1st January 1984 all affiliated clubs are required to make all their P6 students BPA members. Those who do not will forfeit their affiliation to the BPA.

May I on behalf of all the workers on Sport Parachutist wish the membership the very best for Christmas and the New Year. Our thanks to the many contributors whose efforts have helped make the magazine the success it is. Thanks also, to the typesetters, designers and printers who have put up with and overcome the many problems we have thrown in their direction this year.

DAVE WATERMAN



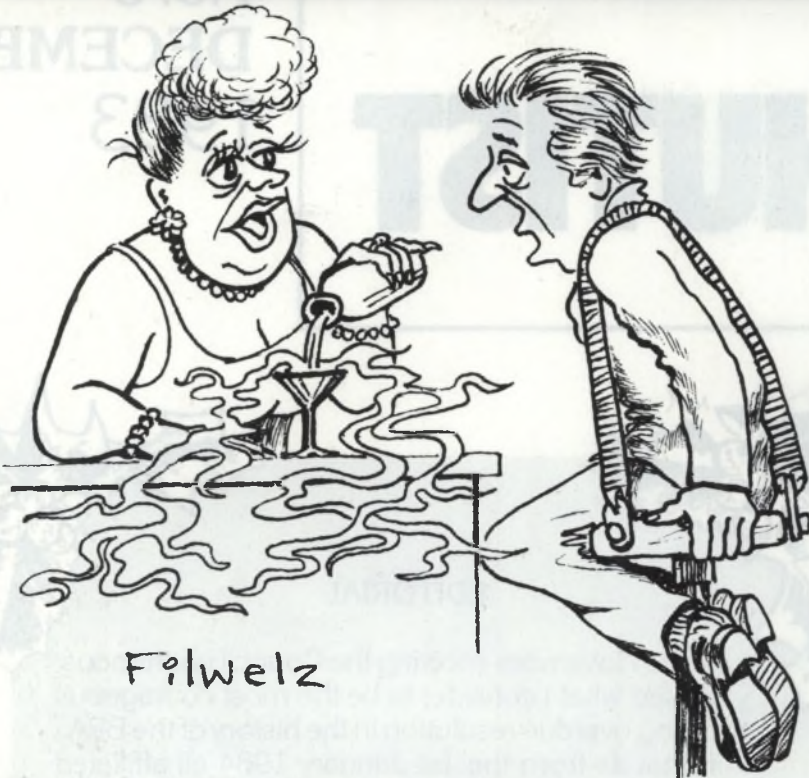
FRONT COVER PICTURE

45-way "break-up" over Weston by Bob Thompson.



SPECIAL
PHOTO
TECHNIQUE
ISSUE

THE DROP MAN THE DAY



Filwelz

"O.K., NOW THAT YOU'VE FASTENED YOUR SEAT BELT, YOU CAN FIND OUT WHY THIS COCKTAIL IS CALLED A PILATUS TURBO PORTANLEMON!"

JUDGES POINTS

The BPA Competition Committee have recently been discussing a long list of proposals, formulated by the Judges at the Nationals this year.

Amongst the proposals is a recommendation that RW teams wear dark coloured jump suits, because light coloured suits are sometimes impossible to judge on the video screen in certain conditions.

They also feel that ample opportunity should be provided for Judges to improve their skills by adequate training aids such as a Video Library. This is a project already started by NCSO John Hitchen.

The running of Judges Seminars was also suggested and it was felt that new judges need to be recruited from the BPA ranks.

It was pointed out that a Judge applicant need not have to be an experienced skydiver.

Some of these recommendations will be brought before CIP in January.

AIR SPORTS '84

The first ever comprehensive Adventure Air Sports Show will take place from the 1st to 3rd June next year at Thrupton Airfield.

Organised by the Thrupton Parachute Club and Expo Experts, the exhibition will include: Parachuting Hang Gliding, Ballooning, Gliding and Model Aircraft.

The show will run for three days as a static exhibition linked to a full display programme.

The idea is to attract maximum interest from specialist manufacturers, buyers, sports enthusiasts, supporters and the general public. The Display will include items to interest the whole field of Adventure Air Sports, including Skydiving records and competitions, Hot Air Balloon Race, Performance Glider Display, Paracending events, Microlight Aircraft and Hang Gliding from tethered Balloons.

HITCH

It's lucky for our NSCO John Hitchen that he wasn't born a Scotsman. Otherwise we would probably now know him as Jock Hitch.



IMPOSSIBLE?

May be not! Full details are revealed elsewhere in the magazine.

Mal



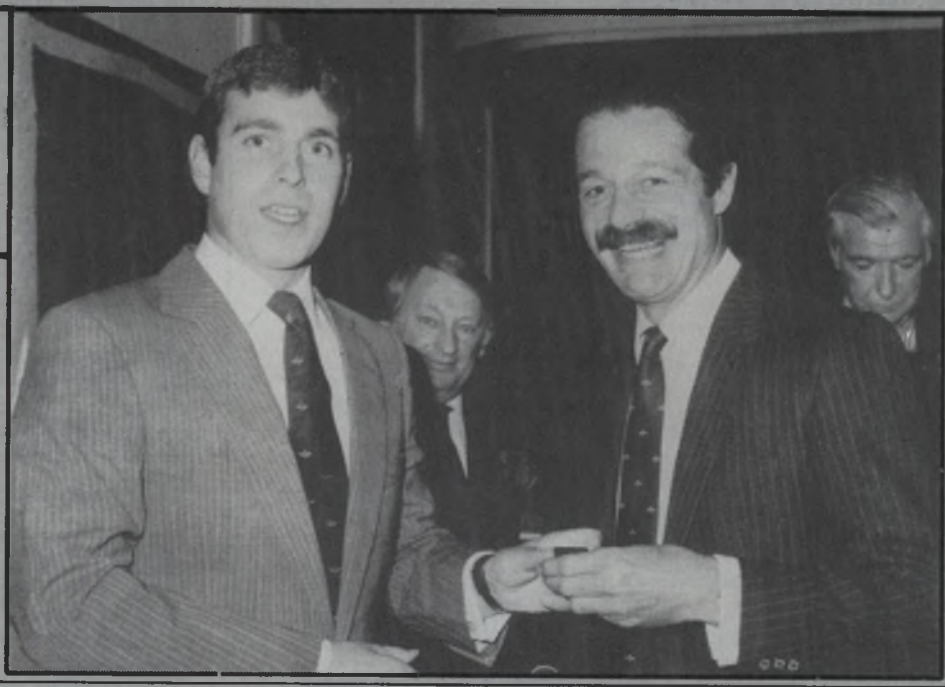
Filwelz

"Wow! A GIFT VOUCHER FOR TEN ACCURACY LOBS! — OFF OF EL CAPITAN."

OP NOW THE DAY NOW

AERO CLUB AWARDS

Sport Parachutists were once again well represented at the recent Royal Aero Club Awards. Ex Chairman **Charles Shea-Simonds** (pictured on right) and ex Netheravon CCI **John Laing** received the Silver Medal and Tissandier Diploma respectively from the Club President **H.R.H. The Prince Andrew**.



PARA-SKI

Earlier this year at the Tenth World Cup of Para-Ski, Great Britain was invited to send a delegate to future International Para-Ski Committee Meetings (IPSK), with the aim of expanding the Para-Ski circuit to a wider circle of Nations.

Since its birth Para-Ski has been dominated by the Alpine countries. **Tim Mace**, an active BPA member and skier has volunteered to represent the BPA at the next IPSK meeting. Tim is stationed in Europe and speaks German, which is the primary language of the IPSK.

GET WELL SOON

Jackie Smith, Ex World Womens Accuracy Champion and popular character on the British scene for years, has been off the road this year, after being involved in a road accident.

Jackie suffered a head whip in the shunt, which apparently trapped a nerve in her neck, causing a semi-paralysis of neck, back and legs.

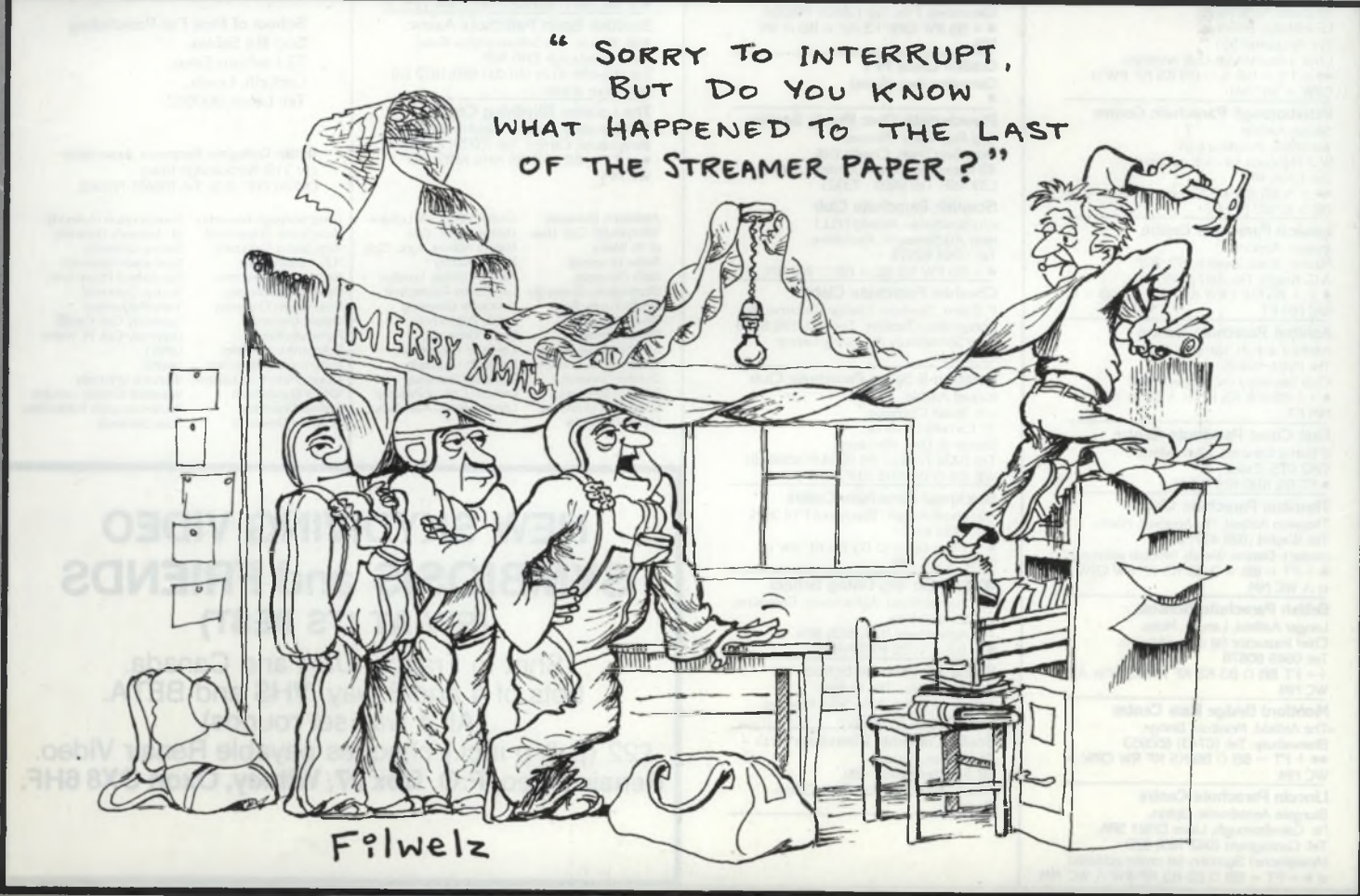
Fortunately Jackie's injuries seem to be temporary and she is now well on the road to total recovery, and we look forward to watching her come down that wire and treading on a few 0.00's next year.

OLYMPIC AIR SPORTS

The FAI (Federation Aeronautic International) have recently had discussions with the International Olympic Committee with the aim of Olympic recognition of certain Aeronautical Sports. Parachuting, Hang Gliding and Gliding are the most probable FAI sports to be considered.

GENEROUS DEVILS

Micky Munn, commander of the Red Devils, has made a generous offer of FREE training jumps for any of the top ten style competitors from the 1983 Nationals, with the aim of helping individual competitors achieve success at World level.



BPA

Clubs & Centres

BPA Club Approval is granted to BPA Affiliated Clubs who have attained a high minimum standard of staff, facilities and equipment as laid down by BPA. They are subject to inspection by BPA every 2 years.

BPA Club Affiliation is granted to those clubs who have a minimum amount of equipment as laid down by BPA. All operations are strictly in accordance with BPA Regulations.

BPA Approved Club	**
BPA Affiliated Club	*
Aircraft — single engine	+
Aircraft — twin engine	±
Full Time	FT
Weekend	WE
Overnight accommodation on DZ	=
B.B. nearby	BB
Restaurant facilities on DZ	X
Tea & snacks on DZ	□
Basic Student Course	BS
Kit hire student	KHS
Kit hire freefall	KHFF
Relative work instruction available	RW
CRW instruction available	CRW
Accuracy pit on DZ	∅
Camping on DZ	Λ
Washing and toilets on DZ	WC
Non-members welcome	NM

British Skyports

Bridlington Aerodrome, Bridlington, Yorkshire.
Chief Instructor (at club address)
Tel: (0262) 77367
* + FT = BB X □ BS KS KF RW CRW ∅ Λ WC NM

Headcorn Parachute Club

Headcorn Airfield, Ashford, Kent.
Tel: Headcorn 890862
The Secretary (at club address)
* * ± ++ BS RW KS KF ∅ = Λ BB X □ WC NM FT

Hereford Parachute Centre

Shobdon Aerodrome, Leominster, Hereford.
Tel: Kingsland 551
Chief Instructor (at club address)
● + FT = BB X □ BB KS KF RW ∅ CRW Λ WC NM

Peterborough Parachute Centre

Sibson Airfield, Wansford, Peterborough.
W.J. Meacock (at club address)
Tel: Elton 490
● ± + BS RW KS KF no charge ∅ = Λ BB X □ WC NM FT

Ipswich Parachute Centre

Ipswich Airport, Nacton Road, Ipswich, IP3 9QF.
A.C. Knight Tel: (0473) 76547
● ± + BS RW CRW KS KF = Λ BB X □ WC NM FT

Ashford Parachute Centre

Ashford airport, Lympne, Kent.
Tel: Hythe 60816
Club Secretary (at club address)
● ++ BS RW KS KF ∅ Λ BB □ WC NM FT

East Coast Parachute Centre

8 Burns Crescent, Chelmsford, CM2 0TS, Essex.
● FT BS KHS KHFF NM

Thrupton Parachute Club

Thrupton Airfield, Nr. Andover, Hants.
Tel: Weyhill (026 477) 2124
contact: Dennis Woods (at club address).
● + FT = BB X □ BS KS KF RW CRW ∅ Λ WC NM

British Parachute Schools

Langar Airfield, Langar, Notts.
Chief Instructor (at club address).
Tel: 0949 60878
++ FT BB □ BS KS KF RW CRW ∅ Λ WC NM

Montford Bridge Para Centre

The Airfield, Montford Bridge, Shrewsbury. Tel: (0743) 850953
● + FT = BB □ BS KS KF RW CRW Λ WC NM

Lincoln Parachute Centre

Sturgate Aerodrome, Upton, Nr. Gainsborough, Lincs DN21 5PA.
Tel: Corringham (042 783) 620
(Anaphone) Secretary (at centre address)
∅ ● + FT = BB □ BS KS KF RW Λ WC NM

Cornwall Parachute Centre

Fran's Ranch, St. Merryn Airfield, St. Ervan, Wadebridge, Cornwall.
Tel: Rumford 691.
J. Fisher, Trethoway Hotel, Port Isaac, Cornwall. Tel: Port Isaac 214
● + FT = BB X □ BS KS RW CRW Λ WC NM

Midland Parachute Centre

Long Marston Airfield, Nr. Stratford-upon-Avon, Warks.
Tel: Stratford-upon-Avon 297959
Dave Deakin, Titton Cottage, Stourport-on-Severn, Worcs.
Tel: Stourport-on-Severn 5954
● + BS RW CRW KS KF ∅ = Λ BB □ WC NM

Black Knights Parachute, Centre

Patty's Farm, Cockerham, Nr Lancaster. R. Marsden, Primrose Hill Farm, Bilsborrow, Nr. Preston, Lancs.
Tel: Brock 40330
+ WE BB □ BS KHS KHFF RW CRW WC NM

British Prison Officers Para. Club

HMP Box 369, Jebb Avenue, London, SW2.
● see Headcorn for details.

Cambridge University Free Fall Club

D. Stenning, 30 Green End Road, Cambridge CB4 1RY.
● no more details.

Shrewsbury Skydiving Centre

The Airfield, Montford Bridge, Shrewsbury. Tel: (0743) 850622

Leeds/Bradford Freefall Club

Topcliffe Aerodrome, Topcliffe, Nr. Thirsk, North Yorkshire.
Sec: Mike Wood, 12 Whincover Gardens, Leeds 12, Yorks. Tel: 853099/632851
● WE BB BS KHS KHFF RW WC NM

Shetland Sport Parachute Club

Tingwall Airstrip, Tingwall, Shetland.
Sec: Martin Fraser, 185 Sandvein, Lerwick, Shetland. Tel: (0595) 5880

Duck End Parachute Group

Rectory Farm, Abbotsley, Hunts.
G. Lilly, 11 Parkfield Close, Fairfield Crescent, Edgware, Middlesex.
● + ∅ = Λ
They may not have much but they are cheap!

Halfpenny Green Para. Centre Ltd.

Halfpenny Green Airport, Bobbington, near Skourbridge, West Midlands.
Tel: Bobbington 293
● + FT BB □ X BS KHS KHFF RW CRW WC NM

The Glenrothes School of Parachuting

Glenrothes, Fife. Tel: (0592) 759204
● + BS RW CRW KS KF ∅ BB □ WC NM

Golden Lions FFT

Glenrothes (see above)

Parachutists Over Phorty Society

Top Pop 'Lofty' Thomas
Hon. Sec./Treas. Charlie Bell
40 Claremont Drive, Ormskirk, Lancs.
L39 4SP. Tel: 0695 73321

Scottish Parachute Club

c/o Strathallan Airfield (ZLL) near Auchterarder, Perthshire.
Tel: 0764 62572
● + BS RW KS KF ∅ BB □ WC NM

Cheshire Parachute Club

P. Evans, Dunham Grange, Delamer Rd, Altrincham, Cheshire. Tel: 061 928 6918
● see Shrewsbury Skydiving Centre for details.

Paraclan II Sport Parachute Club

Kinnell Airfield, c/o Stuart Charleton, 15 Cameron Avenue, Bridge of Don, Aberdeen.
Tel: 0224-703412 (H) 0224-574588 (B)
WE BB □ BS KHS KHFF RW NM

Blackpool Parachute Centre

Blackpool Airport, Blackpool FY4 2QS
Tel: 0253 41871
● + FT = BB X □ BS KS KF RW ∅ CRW Λ WC NM

Wild Geese Sky-Diving School

27 Drumell Road, Aghadowey, Coleraine, Co. Londonderry.
Tel: Aghadowey (026 585) 669
● + BB X □ BS KHS KHFF

Skybird Parachute School

Ted Lewington, The Lodge, Arborfield Court, Arborfield, Reading, Berks. Tel: 0734 760584

South Cotswold Parachute Club

Badminton, Avon.
DZ Tel: Badminton 486
Miss C. King, 23 West Mall, Clifton, Bristol 8.

Sunderland Parachute Centre

Sunderland Airport, Sunderland, Tyne & Wear.
W.J. Barnes (at club address)
Tel: Boldon 367530
● + ++ BS RW CRW KS KF ∅ X □ WC NM Λ = BB

Manchester Free Fall Club

Tilstock DZ, Twemlows Hall Farm, Whitchurch, Shropshire.
N. Law, 9 St. Andrews Road, Stretford, Manchester M32 9JE. Tel: 061-865 3912
● + BS RW KS KF BB NM

Martlesham Parachute Club

Mrs L. Bennett, Currant Cottage, Dyke, Woodbridge, Suffolk, IP12 2RX
Tel: Eyke 365
● + WC BS RW CRW ∅ KS KF = BB WC NM Λ

North West Para Centre

Cark Airfield, Flookburgh, Nr Grange-over-Sands, Lancs. Tel: 044853 672
J.D. Prince, 21 The Coppice, Ingol, Preston, Lancs. PR2 3OL
Tel: Preston 720848
+ BS RW CRW KS KF ∅ = Λ BB □ WC NM

Merlin Parachute Club

Topcliffe Airfield, Nr Thirsk N. Yorks.
Tel: Lt. Col. S.D. Lambie
0632 844789 office 367762 home
● WE BB BS KHS KHFF RW WC NM

Manchester Skydivers

(see British Skyports)
Brian Greenwood, 33 New Street, New Mills, Stockport. Tel: 0663 45487

TPA Parachute Centre

Chetwynd Airfield and Sieghford Airfield, Staffs. G. Evans, Springbank, Overhouses Green Arms Road, Turton, Nr Bolton.
Tel: Bolton 852295
● + BS RW KS KF Λ BB □ WC NM

Woodvale Airfield

Nr Formby, Lancs.
Roy Harrison, 107 North Rd, St. Helens, Merseyside. Tel: St. Helens 35342
● BS WC + RW KF □ BB NM

Swansea Parachute Club

Swansea Airport, Fairwood Common, Swansea, West Glamorgan SA2 7JJ.
Tel: 0792 296464
● + FT BB X BS KHS KHFF RW CRW WC NM

Border Parachute Centre

Brunton Aerodrome, Chathill, Nr. Alnwick, Northumberland.
contact: Kemy Noble, 44 Salisbury Avenue, Preston Village, North Shields NE29 9PF.
Tel: (0632) 596712
● + WE BB □ BS KHS KHFF RW NM

Scottish Sport Parachute Assoc.

M.H. Rennie, c/o 5 Bonnington Road Lane, Edinburgh EH6 5BP.
Tel: 031-554 8121 (B) 031-669 1872 (H)
● no more details.

The London Skydiving Centre

The Secretary, London Skydiving Airfield, Pampisford, Cambs. Tel: (0223) 834613
● + FT = BB X □ BS KHS KHFF RW WC NM

Aberdeen University
Aberystwyth Coll. Univ. of N. Wales
Aston University
Bath University
Birmingham University
Bristol Polytechnic
Bristol University
Brunel University
Cambridge University
Chelsea Coll. London
Dundee University
Durham University
Edinburgh University
Exeter University
Goldsmith's Coll. London
Hadlow Agric. Coll.
Harper Adams Agric. Coll.
Hull University
King's College, London
Lancaster Polytechnic
Lancaster University
Leeds Polytechnic
Leeds University
Leicester Polytechnic
Leicester University
Liverpool University
London Coll. of Printing
London Hosp. Med. Sch.

SERVICE ASSOCIATION & CLUBS

The Golden Lions Free Fall Team

Fife Airport, Glenrothes Airfield, Glenrothes, Fife, Scotland.
Tel: (0592) 759802

Other Service affiliated Clubs:

REME Parachute Club
The Ravens Para Sport Free Fall Club
The Parachute Regiment Free Fall Team (Red Devils)
Royal Artillery Parachute Club
The Light Infantry Parachute Display Team (Flying Bugles)
The Royal Green Jackets Display Team
Guards Free Fall Team

Army Parachute Association

Commandant, JSPC Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
Tel: Bulford Camp (09803) 3372
Ext. 277/245
● + ± WE = BB □ BS KS KF RW CRW ∅ Λ WC NM

Rhine Army Parachute Assoc.

The Commandant, RAPA Centre, STC Sennelager, BFPO 16
± BS RW CRW KS KF ∅ Λ BB X WC NM ●

Cyprus Joint Services Adventurous Training Camp (CJSATC)

Chief Instructor (CCSFC), CJSATC Pergamos Camp, BFPO 58
● + BS RW CRW KS KF ∅ = BB NM

RAF Sport Parachute Association

Hon. Sec. RAFSPA, RAF Brize Norton, Oxon. DZ. Weston on the Green.
Tel: Middleton Storey 343
± + RW CRW KS KF ∅ X □ Λ WC

Royal Navy & Royal Marines Sport Parachute Association

The Secretary, RN & RMSPA Commando Training Centre RM, Lymstone, Exeter, Devon EX8 5AR.
Tel: Topsham 3781 Ext. 491 or at Club, Luppitt 697
+ WE = BB X □ KS KF RW CRW ∅ Λ WC NM ●

Hong Kong Parachute Club

CCI, JSPC (HK), Borneo Lines, Sek Kong, BFPO 1
● WE □ BS KS KF RW ∅ WC NM

Royal Corps of Transport (RCT) Parachute Club (Silver Stars Para Team)

Axinghur Barracks, Colerne, Chippenham, Wiltshire SN14 8QY.
Tel: Box (0225) 743585/743446
+ WE BB □ BS KHS KHFF RW CRW WC NM

School of Free Fall Parachuting

Sec: Bill Sables,
72 Fairburn Drive,
Garforth, Leeds.
Tel: Leeds 860683

British Collegiate Parachute Association

c/o 110 Marlborough Road, Oxford OX1 4LS. Tel: (0865) 725962.

Loughborough University
Manchester Polytechnic
Manchester University
N.E. London Poly.
Newcastle Polytechnic
Newcastle University
Nottingham University
Oxford University
Plymouth Poly.
Polytechnic of Wales
Portsmouth Polytechnic
Queen Mary Coll. London
RMCS Shrivenham
Salford University
Sheffield University
Southampton University
St. Andrew's University
Stirling University
Strathclyde University
Sunderland Polytechnic
Sussex University
Trent Polytechnic
University Coll. Cardiff
University Coll. N. Wales
UMIST
UMIST
Warwick University
Westfield College, London
Wolverhampton Polytechnic
York University

NEW SKYDIVING VIDEO SYMBIOSIS and FRIENDS (RW AT ITS BEST)

Shot in France, USA and Canada.
Lots of 4 and 8 way, VHS and BETA.
(All 4 way set rounds)

£22 (p & p incl.) cheques payable Renair Video.
Renair Video, P.O. Box 27, Witney, Oxon OX8 6HF.

THE HAPPY LANDING CO. presents . . .

The world's leading skydiving movies on videotape –

Programme I (40 mins.) Carl Boenish

"Wings" – The United States Freefall Exhibition Team show a new direction in RW with a sequence of classic skydives.

"El Capitan" – The first freefall jumps from this magnificent mountain set to the music of Beethoven.

"Skydive" – The definitive skydiving movie including 3-D dives, hang loads, and the previous 50 man formation, probably the most stunning skydiving sequence yet filmed. **£37.50**

Programme II (15 mins.) Carl Boenish and Jorma Öster

"Trollveggen" – Known to climbers as Europe's most imposing sheer rock face. It towers over 5000 ft. and this short film tells the story of how a group of skydiving pioneers made the first freefall descent down its awesome face. **£22.50**

Programme III (45 mins.) Carl Boenish

"Playground in the Sky" – This is Carl's most ambitious film to date. It documents the development in skydiving and hanggliding over the last fifteen years. This action packed tape is entirely new footage and includes the definitive demonstration by the Jerry Bird All Stars. Altitude records, fun jumps, previous RW record attempts, the earliest hanggliders, and an amusing look at how not to fly them and lots more. Set to music with an amusing and informative commentary this tape will keep you entertained from beginning to end. **£37.50**

Send cheque or postal order to:

The Happy Landing Co., 175 Croydon Road, Beckenham, Kent BR3 3QH, England

Allow 21 days for delivery. Dealer enquiries welcomed.

Programme IV (20 mins.)

"Ride a Cloud" + **"64-way Record"** by Norman Kent. Perris Valley All Stars give an exhibition of classic skydives reflecting the state of RW in the 80's + Jim Tyler performs a chuteless jump + an extended look at CRW + a unique night dive sequence. Excerpts shown on World of Sport Feb. '83. **£29.50**

NEW FOR '83

Programme V (37 mins)

"Playground in the Sky" Part II. Continues the story of hang gliding and skydiving in the 70's. Like Part I this entirely new footage is packed with entertaining incidents. **£70.00**

SPECIAL OFFER – Parts I and II for

- ★ All video tapes are produced from Umatic masters by a professional copying house. Any technical sub-standard tapes will be replaced at no cost to the customer.
- ★ All video tapes are packaged in a tri-format library case with presentation sleeve.
- ★ Please state if you require VHS, Beta or V2000. Any person ordering V2000 should add £2.50 to the quoted prices.
- ★ If you would like a more detailed summary of the programme in our video collection please **send S.A.E. for our new catalogue.**
- ★ **WARNING** – Royalties are used to produce new movies and therefore legal action will be taken against person(s) pirating any of the above programmes.
- ★ Packing and postage free in U.K. For all orders outside U.K. please add £1.75 to above prices.

FLIGHT SAFETY BULLETIN

"SAFETY THROUGH KNOWLEDGE"

Subscribe by sending £3.00 annual subscription to:
GENERAL AVIATION SAFETY COMMITTEE
33 Church Street, Henley-on-Thames, RG9 1SE

Subscribe to

Skydiving

PARACHUTING'S NEWS MAGAZINE

The international newsmagazine of sport parachuting. Read about the equipment, events, techniques, people and places of skydiving. **Free sample copy.** Foreign rates: 12 issues: US \$15 (surface mail), US \$48 (air mail). Payment by international money order or U.S. currency must accompany order. Satisfaction guaranteed or your money back. Write today to:

Dept. E, PO Box 189
Deltona, FL 32725, USA

FREE FALL KIWI

★ NEW ZEALAND'S OFFICIAL
SKYDIVING MAGAZINE ★

Subscribe now!!
\$20 Airmail for 6 issues
(Published every 2 months)

P.O. BOX 10109
BALMORAL AUCKLAND
NEW ZEALAND

Are You Current?

You can be, by reading the most up-to-date
journal of skydiving in the world:

PARACHUTIST

PARACHUTIST is the world's largest and most authoritative source of skydiving information, offering the latest information on equipment, technique, competition, safety, student training and all facets of sport parachuting. The official publication of the United States Parachute Association, PARACHUTIST is published monthly in full color. Subscribe today—\$31.50, \$68 for airmail—to:

United States Parachute Association
1440 Duke Street
Alexandria, VA 22314

CANPARA



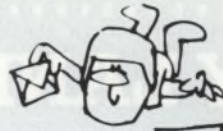
PUBLISHED BY THE
**CANADIAN SPORT
PARACHUTING
ASSOCIATION**

8 ISSUES YEARLY

RATES:

\$15 (Cdn) in Canada
\$25 (Cdn) outside Canada

CSPA
NATIONAL SPORT CENTRE
333 RIVER ROAD
OTTAWA, ONTARIO
K1L 8B9



CORRESPONDENCE

BAN 3 RING?

At the STC meeting some years ago when the decision was made to ban the Anti Wind Blast Handle from use in the UK, it was pointed out to STC that a similar problem may occur with the Three Ring System, i.e. a jumper undergoing reserve procedures may in a high stress situation fail to look for the reserve handle and pull on the large ring by mistake.

During the summer season this year, I am aware of two incidents where jumpers have done just this resulting in low reserve openings. The contrast in experience levels of the two people involved shows how it could happen to anyone under stress. One jumper was a girl Cat X with about 150 jumps, the other a very experienced male Instructor with about 1000 jumps.

Unlike the Blast Handle and Capewells, I don't think that it would be a good idea to ban the Three Ring system, but I do think it would be a good idea to make jumpers aware either via a safety notice or a prominent notice in Sport Parachutist of this potential problem. We must emphasise to jumpers the need to look for the reserve handle (just as in DRCP training) and perhaps recommend that coloured tape be used to differentiate it from the large ring. The introduction of the lower mounted D-shaped handle, the triangular handle and the Matt Black Three Ring Circus should in future help to alleviate this problem.

Finally, while we are at it, isn't it about time we put a ban on the use of Capewells from all equipment that is to be used in conjunction with High Performance Canopies? How about putting both items on the agenda of the next STC for consideration?

Best wishes,

DAVID TURNER, Examiner

SOME IDEAS

Experience

1. I have over 8 years experience, I have jumped at most Service Centres and I am category 10 D licensed holder. I have competed with success in Army and Collegiate Championships in Accuracy, Style and RW: I have dabbled at CRW.

2. I am not conversant with all the latest BPA rulings, so bear with me, I have draughted this in lieu of the questionnaire.

LETTERS on any parachuting topic are welcome and should be sent to:

The Editor, *Sport Parachutist*, c/o BPA, Kimberley House, Vaughan Way, Leicester, LE1 4SG.

Equipment

3. Student reserves need AOD's, this should be mandatory; to operate without should be to operate outside the BPA. The BPA should oversee club compliance.

Competition

4. I am more than willing to help organise competitions, but I would be unwilling to compete frequently on financial grounds.

How The BPA Should Help Membership At Large In The Air

5. People like **Wally Wallace** are among the best RW instructors in the BPA, yet he is unqualified. We have the ridiculous situation of a 200 jump PI who could not turn a clean style set, in time, in competition or competently manoeuvre a back-in into anything larger than a one-way. The sooner one has instructors as 'horses for courses' the better.

6. Usually people only compete intentional cutaways or a water jump to qualify for a high instructor rating. Why? This is a specific area and to make judgements based on a single experience is foolish. People who jokingly hold a 'B' licence for cutaways have far more experience than the examiner who has made one intentional cutaway and malled twice in a 1,000 jumps. Cut out the needless requirements.

7. The BPA should be grooming the talent available and producing a 2 tier instructors system, novice and competition disciplines. Recognise this officially and prevent further embarrassment to many instructors. I have seen too many BPA instructors aimlessly chase an individual on RW introduction. The **Wally Wallaces** rarely miss, achieving the aim of RW introduction and therefore save the student money. Cut out this ancient instructor pretence, and move with the development of the sport, but remember not all sky gods make good instructors.

Medical Compliance

8. The potential for breaking backs in this sport is arguably the greatest of any past time. Spinal X-rays should be taken every year, in fact BPA insurance should not be issued without adequate proof. There are too many hard landings where the pundit damages his back, meanwhile he

jumps on. Speaking from personnel experience, where I put my livelihood ahead of sporting obsession, I unknowingly broke my back and was in a position to continue jumping, fortunately I did not. Sooner or later someone will be paralysed under canopy from opening shock caused by a latent, or recent back injury. The CAA requires a plane to possess a structural certificate for airworthiness, the BPA should insist upon the same standard from the jumpers.

PR

9. The BPA does not sell the sport enough. If Saatchi and Saatchi can assist making the Tories popular with high unemployment then I am sure that PR could make parachuting a growth sport.

10. We have the jumpers and equipment to film 'in flight' action. A good start would be to get the BBC to make a documentary from start to finish of a top team during a season. Conception to winning a championship, the pressures, the hardships etc.

11. The Army or Nationals could be filmed on TV. Imagine the situation of Lloyds Banks' Black Stallions doing canopy rotations being plugged by World of Sport, or ICI's Dulux men on a team stack - all at prime viewing time. The BPA's sole franchise could lead to, firstly a growth in participants and thereby longevity, secondly more cash for backing our team for the Worlds etc, thirdly greater incentives for people to earn a living in, what is, a leisure activity.

Conclusion

12. I, like many others, do care about the sport. However I am not obsessed with it, neither do I make my living out of it. What concerns me is that for so long the BPA council members have been people at 'grass root level'. Council and its affiliated committees have not shown great vision, PR is untapped, its potential undreamed of by those in control and influence.

13. I believe that Council does a good job in its every day scrutiny, however it needs overall guidance which it seldom receives. I have pointed the finger at 4 areas. These I believe are fundamental issues which should provide food for thought, namely primary student safety, medical (spinal X-rays), instructoral ability and

PR.

14. This article is in response to your Questionnaire and is open for publication in the Beano. Please note my change of address.

CAPT. M.A. DUNFORD, D3189

THANKS BRITS

For quite a while I've felt the need to write these lines. For three years I went to England during my vacation as a pretty bad jumper. My exits and landings went fairly well but I couldn't free fall steadily. I either fell for 3 sec. or had to pull the dummy handle. Over the years I learned that, even though I wasn't a good jumper, I was always treated very friendly and received a warm welcome everywhere. I think a lot more parachutists from Germany should come to England to find out, that not only your jumping experience counts, but your personality.

In 1982 I went to Z-Hills, FL, to make an AFF course under the instructions of **Roland** and **Mitch**. It was great!

This summer I returned to England as a square jumper and with my own equipment. Again I got, as an RW student, so much help and advice from your clubs that I was very happy about my new knowledge when I returned to Germany.

Instead of mentioning all of them, I just want to name two clubs, Nottingham and Peterborough. Thanks a lot for the good times.

UDO FREUND

CRW COMPETITION

I would like to thank **Gerry O'Hara**, **John Horne** and all the staff at JSPC Netheravon for the hard work and effort put in by them to make this year's CRW Nationals a success unlike the poorly organised disaster of 1982.

Although we were plagued with gale force winds for the first four days of the meet, when the weather finally improved things got moving quickly and the minimum number of rounds for each event were soon completed.

It is hard to foresee if CRW competition will flourish in this country as it has in Australia, New Zealand the USA and France. In 1984 there will be another World Cup Championship in CRW and although to a certain extent CRW competition interests only a minority of jumpers, perhaps if BPA Financial support for a National CRW Team was slightly more on a par with the financial support given to our National RW/Classic teams then more teams would

possibly enter a 1984 British CRW National with the aim of representing Great Britain at a world competition.

MIKE WILLS

LOAD OF

I would like to comment on your report in the August Sport Parachutist entitled 'What a load of...!'

Having been brought up in a Third World emerging nation which models itself, in theory anyway, on the British system in most respects, I have read many letters in their National Press, and have had a great deal of amusement from reading several heated exchanges between various outraged individuals on diverse grievances. I have had to temper my amusement, however, with the realization that, for the most part, the individuals who air their grievances in such euphuistic and immature fashion are doing so in a foreign language and without the benefit of the education that most British people enjoy.

It was thus no small surprise to me to discover no such foreigner or small-minded bar-room politician involved in this familiar kind of harangue, but that one of the parties is a well-known and highly respected man in our sport. As a mere reader of Sport Parachutist, and having no axe to grind with either party, (I have never even met Mrs Hodges), it seems to me that we would have been spared the puerile acrimony that has done **John Meacock's** reputation no favours, and he would have been left, I suggest, with a great deal more respect from the BPA members, had his first published letter stopped at the end of paragraph two.

ROBIN RUSSELL

CLUB HELP

In **P.W. Ritchie's** report of the 'Crisis Council Meeting' (and at the meeting itself) it was suggested that some DZ operators had withdrawn their P6 membership because of poor 'value for money' from the BPA. **Dave Howerski** is known to be concerned about approved instructors acting as CCIs and a possible drop in standards. Other operators felt that no help (financial or material) was available for local meets. It is also known that large sums are spent on our national teams.

I would like to suggest the following for discussion, and hopefully some good will come of it.

1) If a club, which has supported the BPA through P6 membership, needs a temporary CCI then surely it makes sense for the BPA to help find an advanced instructor to act as CCI until a permanent replacement can be found. This would ensure continued P6 membership from that club in the future. In an emergency one of our JNCsOs could do this, work load permitting.

2) On the subject of assistance as club level. Our national teams are heavily funded, and rightly so. The theory is that their expertise gets down to our level, but when? Some national champions (past and present) run full time centres, and are obviously doing all they can, but what about the rest?

In the October issue of SP there were reports of recent summer meets, including: 3 Accuracy, 1 RW Seminar. The Collegiate Meet, and also to my knowledge 2 other RW Seminars and a student progression course. The only mention of national team members was as accuracy competitors. Is it too much to ask them to help at these meets? This is their big chance to show that they are worth the expense, that their expertise does get down to our level, and above all that they do want us to progress.

Once the nationals are over they must have at least one spare weekend. These meets consist of those who want to progress (RW Seminars) and are prepared to turn up for competitions (Collegiate meet). We paid our £14.50 and turned up, where were the national teams, and the BPA?

ROBERT CAWTE C4772

USPA

Your publication refers often to USPA (we're delighted), and more than once gives our address, when you refer to services or products our Association offers to your readers.

However, sometimes the old USPA address is used instead of our current one. Will you let your readers know that the only way to contact the United States Parachute Association these days is at this address: USPA, 1440 Duke Street, Alexandria, Virginia 22314, U.S.A.

Unfortunately, America's postal service (abysmal) just doesn't forward mail the way it used to. I hope yours is better. But this is an apology to any of your members who may have written us and received no answer. Blame it on the Government!

I read Sport Parachutist from cover to cover every issue.

WILLIAM H. OTTLEY
Executive Director USPA

LESSON LEARNT

We had planned a four-man launch from an unfamiliar aircraft (Cessna 206), involving two people side by side in the doorway (easy in our usual Islander).

We ran through the exit a couple of times on the ground and, though tight, it seemed to work, so we kitted up and got airborne.

With base out on the step the door men got in position. Nods all round, so...Ready....Set....STOP (from the pilot). No. 3, at the front of the door, had hooked one of his risers (exposed in the Wonderhog) over the right-hand control yoke!

The possible consequences hardly bear thinking about. Moral (1) be aware of all aircraft controls - keep well clear of them. (2) dirt-dive, and practise exits, in full kit.

ANON

THANKS CYPRUS

Having just attended the Cyprus Combined Services Parachute Championships, and found all the problems of finding accommodation, I reckon a

few lines to plug a good deal wouldn't go amiss.

Cyprus lies just to the South of Turkey, and not too far from Lebanon. For this reason it's not the kind of place you just take off to for a weekend jumping/visiting. However, why not think about conning the missus when she's bored with being dragged along to Z-Hills or wherever. Even civvy teams can enter the Cyprus meet (ask Halfpenny greeners). This is generally held in August, and consists of four way seq, team and individual accuracy also intermediate and novice.

Tony Rose is the CCI, known to many as 'Brum' (at least I think it was Brum!). Anyway, he seems fairly friendly as long as you obey his charter and buy him lots of beer. Make sure you drop him a line at the address in the mag before you buy the tickets.

Around the time of the meet, which is also the hottest time of the year, decent accommodation at reasonable rates can be difficult to find.

By far the best deal I found was the Sussex Apartments. These are on the Dhekelia Road, halfway between Dhekelia (where the DZ is) and Lamaca (large tourist port and main airport), about 4 miles from each. It is very easy to get to, and taxis are relatively cheap. Also for holiday transport I'd recommend any of the local motor-bike hire firms. Here you can hire a moped from C £2 per day. Larger bikes are also available. We had a Suzuki GS450Z American custom for C £6 per day. **Steve Thomas** went for the 850 Suzuki at C £8. (Exchange rate C £1 = £1.33 sterling).

Anyway, getting back to the Sussex. There are one and two bedroom apartments available, at C £9.50 two persons, and C £14.00 four persons respectively. Each have their own kitchen and equipment, bath/showers and WC. There is a 20% discount for period 1st November to 31st March. All of the rooms are very clean, and kept so by the daily maid service. Most rooms have TV, telephone, electric fans and balcony, all at no extra charge. Divans in all flats (handy for duty drunkard at the late night sky-diving parties). There is a great restaurant built in which serves local and English dishes at the normal low prices, and also serves breakfast. To complete the deal, you get a huge swimming pool, just 80m away - its the Mediterranean!

Vaso, the boss, like all of his family and staff speaks perfect English with a - you guessed it - Sussex accent. He makes out the bills and service to suit you, and not vice-versa, and there are no hidden extras (they take Visa too!)

For those who can write: Sussex Holiday Apartments, Dhekelia Road, PO Box 289, Lamaca, Cyprus. Tel: 041-22211/22.

Don't ask me for details and pics of the meet, I'm still in a huff cause the RE's beat us! Blue skies and Mezes.

ROB AMES F4

THANKS PAMPISFORD

On my recent trip to England, I had the opportunity to make a few jumps at the Pampisford DZ.

I wasn't planning on making any jumps while I was here, and unfortun-

ately had brought no gear with me. The people at Pampisford, run by **Matt Mortlock** and **Lynette Heaton**, were most obliging. I soon found myself making skydives and joining in the night time activities. (British beer is new to me, and my new friends soon found me quite amusing early in the evening). The DZ, for being relatively new has a good mixture of student and experienced jumpers. The high level of instruction is attributed to **Lyn George**, **George Dunn** and **Brian Hucker**. The experience is far ranging and because **Ian Head** and **Diane** have spent time in the States, we soon found ourselves exchanging 'Rumours out of Control'. Even though I'm primarily a West Coast jumper and Ian and Diane were East, we found we had many friends in common. We were amazed at how one could travel half-way round the world and still be, virtually, in your own backyard. The weather in Britain has been incredible, and I was able to make some very good skydives as well as some RW training.

Anyone who is planning on jumping at Pampisford will be pleasantly surprised by the people, the equipment and the attitude of the DZ. I will recommend it heartily to my friends back home.

I can't tell you how much I enjoyed my stay in England, and want to express my thanks to all my new friends. Thanks also to **Dave** and **Brian** for putting me up, as well as putting up with me. In closing, I can only say, that I have found an incredibly wonderful spot in Pampisford, and I hope to return soon. Blue skies.

BILL JOHNSON

BILL JOHNSON

To Sport Parachutist for background information:

I have been jumping regularly for seven years, and have competed in 4, 8 and 10 way national competitions. I operated two AFF Programmes in southern California and have a TSO Certificate for equipment that I manufacture. I am a FAA Senior Rigger and have over 20 hours in freefall, with 1400 jumps.

BILL JOHNSON, D6236, C12492
SCR1617, AFF JM

BIAS COVERAGE

I am prompted to write to you following your editorials in the June and October issue of Sport Parachutist in which you express disapproval of the numbers of student parachutists being trained within BPA clubs, and of the failure of the clubs to continue their training. I also refer to your postscript to **John Line's** letter in the August issue in which you invite the opinion of readers on the subject - presumably in the hope of support from disaffected students.

Your views on the subject of student training and in particular student training within Great Britain have been known to me for some time. You may recall my letter to you of the 13th July 1982 following the publication in the magazine Adventure Sports & Travel of your article entitled 'Jump in the United States'. In that article you

stated, amongst other things that "British student parachutists fall flat and stable for 30 seconds", and in another section that "The majority of students leave the sport primarily as a result of slow progression." The tone of the article 'Jump in the United States' showed the BPA clubs and the category system in poor light compared to those of the United States, although you were careful to make no comparison of the safety records. To judge from your recent remarks within the magazine Sport Parachutist you have not altered your opinion.

As you have returned to the subject on more than one occasion it is obviously something that is dear to you. However, to read such criticism by the editor of the BPA magazine in the magazine is a surprise. I understand that you are paid for your work on the magazine and therefore can be considered to be an official of the Association. For an official of the Association to level such unfounded criticism against the clubs that do so much to supply the BPA with a large slice of their revenue - £33,000 annually - is curious.

At the Peterborough Parachute Centre we have, since 1971 supplied the BPA with over £40,000 in student subscriptions. Presumably the BPA have found this useful or, if not and if our work is deemed to have been useless and in vain then perhaps the BPA might care to refund some of it to me.

Your ideas of a National Parachute Centre are, of course, not new. The idea was first proposed within the BPA as long ago as 1965. But in 1965 the BPA had seven affiliated clubs and the APA had decided to prohibit civilian parachuting at Netheravon thereby losing the BPA membership an important DZ. The plans for the National Centre never got further than a cursory examination. The costs in 1965 would have been the same as the costs in 1983. Prohibitive, and without massive state aid, quite impractical. Supporters of the National Centre should combine with the aircraft 'expert' who, on page 38 of the August issue of Sport Parachutist, wishes Turbine Islanders upon the clubs. They are candidates for the looney bin and or a date with the Official Receiver.

The facts are, that in 1983 Sport Parachuting is safer - better run - less costly - with clubs as close to large areas of the population as controlled airspace will allow - and with far better facilities at those clubs.

The absence of student fatalities is proof of the soundness of equipment, instruction and training. Contrary to what you may think and say, the BPA and the Sport are served by Instructors who, in the main accept their responsibilities and obligations to the students and fulfill those obligations in a manner which is both proper and honourable.

I would be glad if you would publish this letter in the next issue of Sport Parachutist.

JOHN MEACOCK

REPLY

The following instruction was recently given to me by Council:

Editorial and Editorial Comment

Council agreed by a majority of 10 to 1 that in future, Editorials should be kept to the Editorial page at the front of the magazine and that with immediate effect no editorial comments appear in or after letters or articles of a contentious nature, all parties concerned should be told that such a letter has been sent and asking for comments, and that both (or more) letters from both sides be printed side by side in the same issue of the magazine.

As an answer in the usual way to **John Meacock's** letter could be classified as an editorial, I am taking the unprecedented step of reply to John's letter with the same right any member of the Association has following the instructions given to me by Council in the above paragraph.

In the pursuit of truth it may be just as well to start by putting the record straight, re the Article in Adventure Sport, Travel.

The editor of Adventure Sport, **Nigel Gifford** (incidentally a fellow parachutist and BPA member) commissioned me to write an article giving the readers of the Adventure Sport an idea of the jump scene in the USA, including drop zones, jump and travel costs, insurance, training techniques, AFF etc. The following points are worth consideration:-

1. The article is not and never intended to be a comparison between the States and Great Britain. The only comparison is contained in the following paragraph:-

"Of course one of the main reasons why European parachutists migrate to the States particularly during the winter period, is because of the uncertainty of the British weather. Although, on occasions the weather in parts of California and Florida has been known to be unkind, with the result that the parachutists have come back to Britain with a lower number of jumps than anticipated."

Hardly written to show the UK scene "in poor light compared to the USA".

2. The Title of the piece was Jump The United States, not Jump in the United States, there is a subtle difference between them.

3. I can find no reference that "British Student parachutists fall flat and stable for 30 seconds" John Meacock took the trouble to put this phrase in quotes. There is, however the following paragraph:-

Perris Valley also in California, is currently one of the most popular drop zones on the West Coast and being typical of most of the large American drop zones has a DC3 permanently stationed there - an additional reason for European jumpers to look to the States, as this facility is not readily available in Europe. Perris Valley regularly holds progression courses and seminars, encouraging the learner parachutist to look to greater things than just falling flat and stable for 30 seconds. Large formations (20 man and above) are a regular weekend occurrence at Perris Valley.

But don't take my word for it, you can read the article for yourselves which was published in summer 1982 and is issue No. 15.

The reasons for my recent remarks in Sport Parachutist I hope were

adequately explained in my editorial of the October issue. My invitation for opinions on any letter in Sport Parachutist is motivated by our editorial policy of encouraging discussion on contentious issues, which I submit to be a healthy pursuit in a democratic organisation such as the BPA. We haven't got a polit bureau yet, thank God.

Typesetters, designers, artworkers, typists, colour print technicians, photo copyists and printers are all paid for their contribution towards the production of Sport Parachutist. The Editor, Advertising Manager, and Editorial Assistants however, get a total of £200 editorial expenses per issue.

The £200 covers use of home telephones, postage and any travel involved in compiling and overseeing the editorial and advertising content of the magazine.

As an example, I made two trips to the Nationals held at Peterborough to organise write-ups on the events and obtain photographs which resulted in nine colour pages in the magazine. In all I travelled about 600 miles. If I were an official at the Nationals or a Council Member attending on Council business I would be entitled to claim 22p a mile or a total of £132.00.

In the event my travelling expenses came out of the £200 per issue editorial expenses. This I submit hardly makes me a paid official of the Association.

John Meacock is absolutely right of course '**Plans for a National Centre never got further than a cursory examination**'. Perhaps changing attitudes at Sports Council level in the way they grant aid, Governing Bodies may press us to take a more positive attitude. I can't however find a reference that '**wishes Turbine Islanders on to clubs on page 38 of the August Issue**'. There is a reference to the possibility of running our Nationals from Turbine Islanders with the advent of the Weston Turbine Islander with perhaps the use of the Lippspringer aircraft. This would allow teams who are serious about their RW exits to train on their own DZ from their club Islanders. I'm thinking about Headcorn, Pampisford, Weston and the other clubs who have access to Islanders. The club competitors would not have to desert their home base in order to get exit practice out of the aircraft type being used at the Nationals. The motivation being to encourage more competitors at grass root levels.

I could not agree more with **John Meacock** that in 1983 Sport Parachuting is safer and the absence of student fatalities is proof of the soundness of equipment, and I can think of no better tribute to pay our basic student system than to say that both my sons will shortly be starting on the road to Cat. 10 via this system. Once on free-fall though, I hope to take them on an AFF course and I don't expect to be called unpatriotic for doing so. Even **John Meacock** has been to America to jump. **DAVE WATERMAN, D309 BPA 1279**

SA AGAIN

On 7th July I wrote to you indicating that I would be submitting an article

on the South African question for publication in Sport Parachutist. I now enclose this article.

I am aware that there has already been a certain amount of correspondence on this question, but none of those contributing seem to have made a serious study and it has never been dealt with exhaustively, nor, judging by the minutes, has the General Council really got to grips with it.

The enclosed article has been kept short as possible and is intended to be informative rather than polemical, although of course it would have been fruitless to conceal my own point of view. I am sure that in due course the Association will be forced to adopt a general policy on this question. I suggest that the most painless course would be to endeavour to accelerate the process by promoting the fullest possible discussion, and also point out that the most recent correspondence in Sport Parachutist, and that which was allocated the greatest space, was pro-South African. This article is my contribution.

TERRY BUTTON, BPA755

Although I appreciate the trouble you have gone through to research and collate your article, I am afraid I will have to adhere to my decision to close the discussion on the World Meet in South Africa. The matter as far as Sport Parachuting is concerned is now history and by the time this magazine is published the World Meet would have been held. We can change nothing and the likelihood of another World Meet being held there is extremely remote. I was interested to see you felt that the pro faction got more space, others think the opposite so perhaps we got the balance right?

THANKS FILWELZ

We have just received the latest issue of Sport Parachutist and we like the magazine very much.

We have noticed especially the cartoons of **Mr. Filwelz**. The cartoon of jumpers jumping into the eye of a tornado was really good.

We would like to know whether it could be possible for us to use the same cartoon and some other cartoons of Mr Filwelz in our magazine Laskuvarjourheil.

Unfortunately we cannot offer Mr Filwelz any money because our magazine is produced on a no profit basis.

Anyhow, we would be very grateful if we could get permission to use just one or two of Mr Filwelz's fantastic cartoons.

Hoping to hear from you soon.

JORMA ÖSTER
Editor

THANK YOU STURGATE

I am just writing to say thank you to all the people at the Skyvan Boogie, Sturgate. This was the first time the lads at Lincoln had ever attempted anything of this scale, and although there was some hassle on the Saturday due to bad weather, double

manifesting and general inexperience of organising such a large boogie. (Far more jumpers turned up than was expected). Sunday and Monday flowed much better. With a lot of people getting their first night jumps, first 8, 10 ways etc. and a lot of fun was had by all.

Monday for me was the best day as there were only about 60 jumpers left at the DZ and the atmosphere was much more laid back. Apart from one minor hassle which was solved quickly and democratically.

This was my first boogie and one I will not forget in a hurry. (That tailgate is one hell of a buzz to dive off) I would like to say a special thanks to **Sue Mercer** who put up with me and about 250 other people hassling her for Jump Tickets, what lift I am on, can't I go on that one etc. etc.

Just a few final words to say that Lincoln P.C. are hoping to get another Skyvan in the next year and with the experience gained make next year's boogie a better organised, smoother running affair.

D. MacDONALD C4866
P.S. To all those who went home Saturday you missed a great boogie.

COMPETITION BUDGETS

I am writing as there has been considerable misreporting of the cost of our participation at the International Meet in Canada, with a figure of £11,749, apparently £1,349 over our budget of £10,400, being bandied about.

The true position is somewhat different, as over the years, generally to the temporary benefit of the BPA, we have overbid for financial assistance from the Sports Council for participation in International events. When the actual amount claimable was determined, the Sports Council allowed us to leave the amount over-claimed outstanding until the following year when it would be adjusted in the accounts for that International participation.

In view of the impending changes in Sports Council funding procedures it was felt that this practice should cease and, in fact, an amount outstanding from previous years of £4,176 is included in the gross figure of £11,749.

The true net cost of our participation in the Canadian Meet was, therefore, £7,573, i.e. under budget by £2,827.

P.W. RITCHIE
Hon. Treasurer BPA

MET MEET

The Metropolitan Police Parachute club held its Fourth Annual open accuracy competition at Peterborough on 18th and 19th June 1983, with great support and success, as soon as the competition ended the club committee got together and started to plan next years competition.

As I have just received by October Issue of Sport Parachutist and read your article on club competitions I thought I would write to you and let you know of the proposed date for the fifth Annual Competition, after consul-

tation with Peterborough Parachute club it was decided to hold the competition over the weekend of 2nd and 3rd of June 1984.

I would be grateful if you would put these dates in any future calendar of events, and as last year arrange for the much needed support of the BPA van. I would like to stress that the competition is an open competition for anyone to enter and enjoy, I say this because after talking to people after this years competition I found there was some confusion as to whether it was just for police teams or not. The MPPC holds the competition for the fun of it and to give people the chance to enter a competition in which they will be competing against jumpers of all standards, for the Fun of it.

RICHARD FRATER
(Treasurer MPPC)

WRONG NAME

I was pleased to receive in one post the slide of 'The Hoop' jump that I had photographed and submitted for publication. I was even happier to receive in the next post, my October '83 issue of SP and to see my picture on the front cover no less. But I was ready to open the last post when I opened to the credits and saw that they read 'Bottom left - A novel exit over Bad Lippspringe by M.J. Hamden'.

The slide itself was returned to me with MY name, 88200 and D4604 penned onto it so I fail to understand how the magazine has given the credit for its making to my good friend M.J.H., apart from the fact that MJH has himself submitted slides of a similar jump - again over Bad Lippspringe. I hope you can put right this mistake in the next issue and give credit where its due.

CPL. SMITH
Sorry, Ed.

DEAR CHAIRMAN

I enclose a copy of a letter I have sent to the Chairman of the Council regarding P6 membership for first time students. I would be grateful if you would publish this in the next issue of the magazine as a contribution to, and stimulant for, discussion of this subject by the membership.

S.C. MARR, BPA126127

I have followed the recent correspondence in the magazine, together with the report of the council meeting of 7th September, and have become alarmed at what would appear to be an imminent break-up of our association. Although I have only been involved in this sport for just over a year I feel that I have a relevant point of view to express.

I have every sympathy with the clubs who have recently withdrawn their support, and I do not understand your argument regarding the alienation of certain clubs if P6 membership was made compulsory for all first jump students. If these clubs choose not to support the BPA in this way, then they should not object to the withdrawal of BPA approval and/or affiliation, together with the possible consequences; for example, the with-

drawal of CAA block exemption which has happened to Dunkeswell ISC.

If the council wish to promote and expand the sport in a safe and properly regulated manner, then BPA affiliation, which must mean processing all students through BPA membership, should be mandatory for obtaining CAA exemption for dropping parachutists.

This necessity becomes more apparent with reference to the discussions regarding training got, and possible disciplinary measures against, Thruxton Parachute Club, at the council meeting on 28th July.

Finally, could you please answer a question which is relevant to this subject, namely, what would be the result of a first time student, (who would probably be under the impression that he was jumping within the BPA system) causing third party damage? Would he be covered by the BPA insurance policy? Or would the student, the despatcher or the club be liable and subject to a civil action for compensation?

I am sending a copy of this letter for publication in the magazine, and I feel that this is a matter of such importance to all members, that the prospective candidates for election to council should publicly state their position on this subject.

S.C. MARR, BPA126127

MR. BILL

I enclose a photograph of myself and **Martin Lyster** attempting a Mr. Bill over Dunkeswell. I have been in the sport for seven years and have never seen a picky taken at Dunkeswell in the SP magazine and would appreciate it very much if you would include this in a future issue. The photograph was taken by the pilot **Major Jackson** of the Royal Greenjackets, using a hand held camera, looking through the open door of the RM jumpship GASHB. Incidentally the Mr Bill didn't work (it was our first attempt)

Would you please return the photo in the enclosed SAE as I do not own the negative.

Photo information: DZ Dunkeswell RM, Aircraft C182. Photographer **Major Jackson**. Host **Martin Lyster**. Leech **Roger Hoe**

I hope that you find the shot good enough for use in the mag. Thanking you in anticipation. Blue skies.

ROGER HOE C3862

INFLATION OR THE (FREE) FALLING POUND

**Pleasant Martin C.C.I.
Lept from Cessna
Five grand high
He didn't see
His cash and wallet
Falling free -
Now did it track
or did it dump?
No doubt it landed
With a thump!
Wilshaw remarking
'Bout the loss
Said it should have**

**Landed on the cross -
Following day
With weather fine
Found us jumpers
In a line
Searching for
The wallet green
Through grass and stubble
Never seen -
No wallet, but
Some bits and bobs
Three handles
And some boogie gogs -
Forton Bard
A crafty bloke
Offered sons
Reward of Coke
Their dad he is
A real gent
He only wanted
Ten per cent!
They searched in vain
But not a rap
Wilshaws given it
A zap!
No Longer skywards
Do we stare
Just look at ground
And wonder where?
On no-suit dives
Check out your loot
And rig it with
A parachute -
The moral it is plain
To see -
Fit wallets with
An A.O.D!**

C.S. MILLS M18496
NGA '82



TRY HARDER

I am writing to give you my personal parachuting experience to date, in the hope that this letter will be published and encourage students to believe that the BPA system is not hopelessly slow and with a certain amount of determination and perseverance they can reach a good standard of parachuting in a reasonably short space of time.

I started jumping in September '80, on a basic course run at Bad Lippspringe. I was progressing ok until disaster struck on my 8th jump (last dp) and on landing I broke my leg at

the knee and ankle. Entirely my own fault for not doing a proper PLF.

I spent 5 months in hospital, and after I had been out for 4 months, decided to try again. I was based in the UK at the time, and my nearest club was Headcorn. I made 5 jumps in the space of a week, but was not altogether happy with my leg, so decided to knock it on the head for a while. This turned out to be over two years. However, on my return to Germany in May this year I decided the time was right to try again.

Because of the time lapse between my last jump, I had to attend a one jump course again and start from scratch. My first static line descent was made on 25th June 1983. Since that time I have achieved Category X status, 'C' licence, and made my 100th jump this weekend just gone.

I competed in the RAPA Champs as a novice and got 4th place. I was also lucky enough to compete in the Cypres Combined Service Champs where I won the novice event, and best round canopy.

I'm going to Z-hills over Christmas to try and get my RW together, at great financial cost to myself.

I will now try to answer in advance some of the things that I know disillusioned students are going to say to this letter.

1. No I don't earn loads of money in the army - nobody does, and I don't have any private source of income. The reason I can (almost) afford to parachute regularly is that since June I have sacrificed all else. That means from Monday to Friday I sit in a dreary barrack block reading books, back issues of SP, body flying etc. etc. - I can't afford to buy a tele!!

2. No, I don't get loads of time off work for parachuting. When I take an extra Friday off it is deducted from my annual leave. Admittedly I am quite lucky that in my job as a PT Instructor I am sometimes able to take an extra day here and there due to sufficiently little work to do on a Friday - that coupled with the fact that I have an understanding boss.

3. No, I wasn't one of those people who fly through the category system with no hold-ups - a brief study of my log book will prove that. My first free-fall wasn't until jump 19, and from thereon I had to do fourteen 3 and 5 second delays before I was cleared for 10 second delays.

I didn't get Cat 8 till jump 55, my first square till jump 61, and Cat X on jump 92. Think of any single mistake students make, and I bet I've made each one twice!

4. No, I don't live five minutes walk from the nearest DZ. From my duty station to Lippspringe is over 60 miles, a good 1 1/2 hour drive each way, the traffics good, climatic conditions are roughly the same as UK. So, come on students, stop knocking the system just because things aren't going exactly your way just now.

Instead of writing to SP because you just screwed up another 10 second delay, simply pack like crazy, get on another lift and try again. Our sport is one where you must be 100% dedicated. When your mates are all going to the disco, stay home and save the £10 to £15 for the weekend. Do without that classy new shirt and trousers you like the look of - spend

the money jumping.

There is only one way to get everything out of our sport, and that is to put everything into it, as I have. Remember every single experienced jumper today has gone through almost the exact same system as you are going through now. Everyone of them has put in an equivalent amount of time and money as you are putting in now. Everyone of them had hang-ups at one time or another. Why change a system that works, and turns out a consistently high standard of safe parachutists.

On a final note, please don't think that I'm anti-student, or class myself a skygod now that I'm at Cat X. As far as I am concerned I've just scratched the surface - now I can start to learn. I devote as much time as possible to encouraging students and helping whenever possible.

I have just applied to go to work at Lippspringe DZ as an assistant instructor, where hopefully I will gain enough experience to attend a PI Course and eventually get my instructor rating. In applying for a posting there, I have turned down a course in the UK which would gain me my promotion to Sergeant, and a fair sized raise in pay. The simple fact is I would rather be jumping!

If this letter encourages one student in fifty to carry on jumping and keep trying, I have achieved my aim. I would welcome any personal replies and comments, all of which I promise to answer. My address is LCPL S.P. Wagstaff, Gymnasium, 25 Engr. Regt. BFPO 36. Get it on!

LCPL S.P. WAGSTAGG C5306

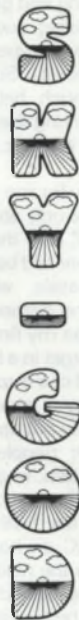
I thought that the enclosed might be worthy of inclusion in Sport Parachutist.

From an early age I decided that there was only one thing that I really needed to do, and that was to go parachuting. I attended numerous airshows and fetes at which the Red Devils were appearing and watched in awe at the way in which they always seemed to land on target with the greatest of ease. I was so impressed that I used to spend all my spare time dressed up to look like a parachutist - (or so I thought) the photograph shows me at the age of nine. Old wellies, gardening gloves and an old tin hat had to suffice! There was only one thing I lacked, and that was a parachute.

I wrote to the Red Devils asking for an old reserve parachute, and I received posters, stickers and various other souvenirs from a **Sgt. Major Ted Lewington** - but no parachute.

Not to be beaten, I decided that there was only one answer, I had to make my own. An old sheet and numerous lengths of string became my very first canopy.

First jumps were done at the bottom of the garden - off a wall and into the flowerbed for a soft landing. My most ambitious jump was made from a friend's garage, from the



JUMPSUITS A. SCHABUS AUSTRIA
Starhemberggasse 11, 2700 Wr. Neustadt,
Tel: 02622/65743

.....the S & A-Suit of the
most National Teams and leading
competitors worldwide.

For all kind
of information
please contact:

Chris Clements
Thrupton Parachute Centre,
Near Andover,
Hampshire, ENGLAND.



staggering height of seven feet.

One day last year my brother told me that he had booked himself on a parachute course with a new parachute school called Skybird which had recently opened near Reading. I realised that my dream could now become reality. Imagine how surprised I was to find that the Chief Instructor of the school was a **Mr. Ted Lewington** - coincidence - no - that same **Sgt. Major Ted Lewington**, now retired from the Army.

And now, some ten years after my intrepid leap from my friend's garage roof, I have been professionally trained by Ted, and regularly participate in the sport and have over thirty jumps to my credit.

Happy are those who dream dreams, and are willing to pay the price to see them come true.

MIKE FOWLER, BPA132310





HELMET LIST

The BPA S.T.C. have added the 'JOFA' type helmet to the list of accepted headgear for Cat. 10 jumpers.

WRIST ALTIMETERS

An incident occurred recently with a jumper wearing a wrist mounted Alti on the same side as his hand deployed pilot chute. On deployment the pilot chute managed to entangle itself around the Alti. He avoided a total hang-up by ripping the Alti from his wrist.

It is recommended that wrist mounts be worn on the opposite side to hand deploys.

KICKER SPRINGS

It was brought to the attention of STC that student Reserve Kicker Springs supplied through the BPA had very sharp loose ends, that could, if not shielded, penetrate reserve fabric. A method of shielding these sharp ends is being looked into.

JAMMED RESERVE

In a simulated reserve deployment on the packing table at Strathallan, a Preserve 3 Reserve failed to pull clear of its Chaser Pack Tray. Apparently the diaper with full line stowage was placed along the bottom of the reserve tray, as per manufacturers instructions.

Because of the way the side flaps are sewn to the bottom flap, creating a tight fit for bulky diapers, a lock-up is possible.

The Scottish Parachute Club recommends that diapers be packed into the side of the container, with the peripheral hem to the bottom, on Racer/Chaser type containers.

The following is a list of equipment which, over the years has been discussed at STC, and has either been banned or strongly recommended not to be used. The revised BSRs do not necessarily have this information incorporated within them.

- 1) Reserve canopies over 25 years old.
- 2) Silk stitched reserves.
- 3) Net vained pilot chutes on front mounted reserves.
- 4) Speed links on reserves.
- 5) Blast handles.
- 6) Non stainless steel ripcord pins.
- 7) Nylon ripcord handles which do not incorporate the wire passage through a broad centre post and all plastic ripcord handles.
- 8) Ripcord stops.
- 9) Irvin 2706 sliding snap hook.
- 10) Twin bridle cords.
- 11) One shot capewells on student equipment.
- 12) Deployment bags on student free fall equipment.
- 13) Pilot chute assisted sleeve deployed static line systems.
- 14) Peripheral hem width of less than 6in on canopy modifications.
- 15) Side pull reserves unless used in conjunction with A.O.D.s.
- 16) Nylon loops recommended to replace steel cones.
- 17) One pilot chute preferable to two.
- 18) Deeply waisted reserve handles.

by ROB COLPUS

RECOMMENDATIONS FOR PLFS

At a meeting at Sibson Airfield on October 5th, 1983 the following points were agreed upon and are offered to the Safety and Training Committee of the BPA to be included in the rules and regulations of the BPA.

1. BPA Declaration of Fitness forms should be so worded that a greater emphasis is put upon the importance of physical fitness and of not being overweight.
2. No person above the age of fifty (50) will be accepted for parachute training. Exceptions to this rule can be allowed if:
 - (a) The person has previous parachuting experience and,
 - (b) Is of a higher standard of fitness for their age and can convince the instructor of that fitness.
3. Novice parachutists above 12½ stones in weight (175lb) must use a canopy larger than 28ft. in diameter or a canopy constructed of low-porosity material. Furthermore, particular regard should be paid to ladies who are above forty years

of age, both to their training and the type of canopy they use.

4. There should be not less than one Instructor or Potential Instructor per twelve students available during landing training.
5. The landing training will be divided into at least 3 or 4 sessions.
6. All BPA clubs engaged in student training must be equipped with ramp or wheel trainers and clubs must ensure that this equipment is used during the training.
7. When the ramp and wheel trainers are in use consideration must be given to the provision of protective headgear.
8. The facilities for the training of novice parachutists in use by clubs will be inspected each year by the (A) BPA National Coach.

In addition to the above it was felt that greater emphasis should be put during the training on the correct landing position (The Parachute Position). That the use of 'Loud Hailers' during student landings be considered, that correct harness adjustment is important to prevent the student being suspended with the feet too far forward, and that a British Parachute Manufacturer be consulted with a view to obtaining advice of 'Life' of canopies and porosity.

TRIGGERING or how to beat THE BRAIN LOCK

by Geoff Sanders

Today we all know the importance of dirt-diving, and how much more successful the dive will be if we spend time and energy working out the shortest transition modes and generally creating the correct mechanics. With the advent of 'I Slides' we can even perform the dive in the horizontal plane, on the ground, enabling us to work out difficult transitions and showing us the actual length of certain formations which looked completely different standing up. These techniques are as important as flying cleanly and smoothly, but unfortunately become academic if we forget where to fly to.

Brainlocking is the biggest nightmare of the competitive sequential skydiver and once it occurs the control and rhythm of the dive disintegrates and becomes difficult to regain. This is amplified if the guilty locker mega-locks and cannot work out or remember the slot until breakoff. Needless to say valuable points will be lost destroying confidence and affecting performance.

The more you or your team improve and put more formations together in working time, the more the need for a simplified way of remembering the dive becomes. If you have dirt-dived enough you will have programmed into your brain the general flow of the dive and it should become almost second nature to move from one formation to the next. In the aircraft on the way to altitude there is always time to see the dive from another aspect. Imagine each formation complete except for your slot, this will also programme into your brain an image, which will return if needed, enabling a quick reform time if you happen to lock a particular formation.

After you have dirt-dived and mind-dived you only need a triggering mechanism to return the information programmed, which will let you know where to fly to next during the dive. A short trigger is needed for each formation. Whilst skydiving fast it can become difficult to keep a long sequence turning over in your mind. For instance, if you have to think of full names of each formation and also where and who you are docking on in each formation, the chances of locking somewhere increases. Especially if someone docks badly on the opposite side of the formation causing you to compensate your flying and possibly resulting in a struggle to close a grip. Being distracted, and **having more information in your mind than you need is potentially a brainlocking situation.**

Choosing the trigger, which will differ from individual to individual, is very important and should consist of a single word or abbreviated word relating to where or who you are docking on, not necessarily the name of the formation. The shorter the trigger the easier it will be to keep an unbreakable flow turning over in your mind.

If you were to draw the sequence (re-printed) **Canadian T, Side Flake Donut, Zig-Zag, Diamond, Bi-Pole**, you should choose a trigger for each of these formations. For the **Canadian T**, in this particular formation you are docked on the tail of the piece, gripping a team mates legs, so an obvious and easy trigger here would be '**legs**'. You already know the formation and who to dock on from your dirt and mind diving so as you turn the word '**legs**' over in your mind the rest of the picture completes and automatically you know where to fly to. Your position in the next formation is a compressed accordion docking, although the formation is a **Side Flake Donut**. Your trigger here is **compress**. As you leave the **Canadian T** and push into the centre, if you have chosen the correct mechanics the person you compress on should be the nearest and most obvious and as your compressing the picture should be completing into a **Side Flake Donut**. For the **Zig-Zag** you have a sidebody docking to make, your trigger here is '**side**'. As you dock on the sidebody of the person you have on numerous times, while dirtdiving docked on, once more the image completes developing into a **Zig-Zag**. When building the **Diamond** you have a back-in to make, your trigger for this one should be '**back-in**', this will give you an instant movement after the **Zig-Zag**, instead of thinking '**Diamond**' and then wondering which you have on the Diamond. Half way through the '**Back-in**' you might not even know what the formation is but you are putting yourself in the correct position and as the grips are being taken on your legs, the **Diamond** is completing on the periphery of your mind. The **Bi-Pole** on this occasion is a non movement for you, this is harder than it sounds because it completely disrupts the rhythm of your particular dive. In this sequence you will move four times and stay stationery once, instead of a continual movement all the way through as you stay still on the Bi-Pole the trigger will be '**stay**'. Although there is no movement from you, the need to actually think of no movement ('**stay**') as a formation is very important, this will keep a sequence of five moves, and enable you to stay

up. If you fail to do this you will get caught behind the flow on subsequent formations. These triggers will enable you to be thinking of the next movement before breaking the formation you are in, giving quick reactions and direction to the next formation, resulting in a higher team average.

So on the '**run-in**' waiting for the exit with the same rhythm as the rest of the team which are moving all the time throughout the dive. Staying still on a particular formation definitely has lock producing potential but is sometimes necessary for the fastest formations. When staying still don't relax and enjoy the scenery, be ready to pick up the movement of the dive again as you feel the grips locking command you turn the dive over and over in your head keeping it short and flowing. '**legs**' '**compress**' '**side**' '**back-in**' '**stay**'. At the same time know where and who to reform on if the exit funnels. So much time is lost on slow reforms with people looking at each other wondering where to go, remember where to go and reform quickly on that person or if that person does not turn out to be the lowest after the funnel fly down and fly no-contact in your slot on the lowest person until everyone arrives.

Everyone has their own way of remembering dives and probably are quite satisfied with their methods. If on the other hand you are lagging slightly, simplify it in your own way, find your own triggers. You do not have to keep orthodox names for particular formations you can think of **Bi-Poles** as **Opals** or vice versa, depending on your particular slot, if it helps. If you are in the middle you can use '**two ways**' for the basis of **Bunyips, Zig-Zags, Snowflakes**, as that is the initial build-up of the formation. In the case of **Spinners, Offsets** and **Marquis** the middle can use '**compressed accordians**' as the initial build up. The rest of the formation will develop as you are building the middle. There are many different ways of breaking the formation down. The main object is to simplify it to enable you to enjoy the dive more and make faster formations. The concept of this article is designed for progressing four way sequential, but can be adapted for eight way and most aspects of sequential relative work.

GEOFF SANDERS



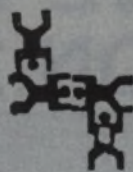
CANADIAN T



'LEGS'

SIDE FLAKE
DONUT

'COMPRESS'



ZIG-ZAG



'SIDE'

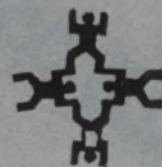
TRIGGERS



DIAMOND



'BACK-IN'



BI-POLE



'STAY'

ORTHODOX NAMES

SEC GEN CORNER

During the past two years or so it has become apparent that more and more people are evincing an interest in some form of Life/Accident/Disability Insurance Cover, over and above the present Third Party Liability Cover. For some considerable time I have been putting out feelers on this subject and have been receiving more and more enquiries as to how to obtain this cover. At the moment some clubs have an arrangement with the West Mercia Company who can arrange this cover, this though is mainly for student use, the premium being fairly low as it is a once only cover. At the time of writing I am awaiting quotations from the insurers for cover for full time, regular jumping members of the Association. In the meanwhile I would strongly advise everyone to give the idea some thought and even as an exercise, contact your own insurance company and ask the cost of cover.

On a similar tack I would most strongly advise anyone taking a parachuting holiday abroad to take out medical cover, this can be included in an overall holiday cover policy, and is available from several sources. The reasons for this advice should become apparent if you read on and see the costs of medical treatment and travel home which have accrued in the fairly recent past. And although form EC111 helps for basic problems in Europe there are no reciprocal arrangement in, for example the USA.

Reported cases show that an operation in the USA can cost \$1,000, and a stay of 2 weeks in hospital can bring the bill to around \$3,500. The cost of being flown home in the case of a medical problem can set you back some £500. These are just two examples of what has happened in the recent past.

On a lighter note can I take this opportunity of reminding all members that the Annual Dinner Dance will take place on Friday 6th January, 1984 at the Centre Hotel, Leicester. Tickets will be £10 per person, we can cater for 168 people only, so please book early to avoid disappointment. If anyone has any preference with whom they wish, or do not wish, to sit please let me know when you send in for your tickets. Could everyone please enclose payment when booking as this saves time and money sending out invoices. Timings will be 7.30 p.m. in the Ante-Room for 8 p.m. start, following Dinner there will be a disco and bar until 2 a.m. (Any vegetarians, vegans etc. please let me know in order that the hotel can cater in time for you). On another lighter note, could everyone please sell as many Lottery Tickets as possible. This is the one chance in the year when the Association can garner a little extra money. If you run out of lottery tickets please contact the office and more will be sent. Yours Aye,

CHARLES W. PORT

BPA - APPROVED RIGGERS COURSE

Dates:

30th January - 3rd February 1984 (inclusive)

Location:

Ipswich Airport.

Cost:

£62.00 per head (liable to BPA subsidy)

Requirements:

Candidates must possess a BPA Advanced Packing Certificate and be familiar with the use of a sewing machine.

Further Details:

From Tony Knight at Ipswich Airport, Nacton Road, Ipswich IP3 9QF. Telephone 0473 76547

N.B. The course will be strictly limited to eight places.

**IDEAL CLUB
TROPHY**

**FREE FALL
FIGURES**
GOLD COLOUR ON
MARBLE BASE

£10 + £1.50 p.p.

THE POSTER PLACE,
27 ALBION STREET,
CHELTENHAM

CLUB PAGES

RELATIVE WORK SEMINAR AT SIBSON 23rd - 30th JULY



Surprisingly only eight people took advantage of this July's RW Seminar at Sibson. However, this resulted in us receiving more concentrated tuition from the course instructor, **Dave Morris**, who was occasionally but ably assisted by **Derk Boersma** whenever he could be spared from his normal duties at the centre.

The experience levels ranged from 100-350 jumps and we were divided into two groups of four, each one consisting of people of roughly the same ability. Our first few dives were all free flown exits with a lot of no contact flying, which is an excellent way of learning to fly rather than just hanging on. These were followed by Isotosis dives, in which each person in turn drops out of one formation. Varying degrees of success were achieved in these but they were all thoroughly enjoyed.

Throughout Dave stressed the importance of carefully executed dirt-dives. His own skill as a jumper enabled him to suggest the smoothest and most efficient transitions. In order to gain the most from a jump each dive was extensively de-briefed. During the de-briefing and dirt diving, Dave imparted much of his theoretical and practical knowledge. This re-inforced what we had learned in his most informative RW lectures, which took place when the weather drove us inside.

All this intensive jumping was interspersed with fun 9-way jumps. We built the 'Wings' 9-way opposed diamond and the middle person, **Mike Barwick**, was dumped out. New to us all were hoop jumps, in which the hoop was held by Dave and **Derek**

Armstrong (of Deer Park Cottage). We had a couple of attempts at this, as not everyone got through initially - a good fun skydive. More fun was to be had at **Sue Meacock's** barbecue, at the local curry house and of course in the bar. One of the values of the seminar was that throughout the week we built up some good friendships which made the jumps much more enjoyable.

For me, the most worthwhile aspect of the course was the confidence which **Dave Morris**, through his patience and encouragement instilled, this 'go for it' attitude was a refreshing change from the apathy often found lurking at airfields, and he fired us all with enthusiasm. During the weekend instructors are usually so busy and to have the attention of an expert devoted solely to the improvement of your RW was a great benefit. Another benefit was being able to consolidate what you were learning by jumping regularly and with the same people. If a dive was unsuccessful, then being on a course gave you the opportunity to go up straight away and try again. It also became evident how important attitude of mind

is. All of us were determined, willing to jump and eager to learn. It was a definite bonus having a full lift ready to go again after we had packed, and in fact we managed 27 jumps in a week which is good going for this course.

It was intended that the course should run for nine days but by Friday all but the affluent **Alan Hayes** and **John McNally** were spent out. We all agreed that the week had been most beneficial and would recommend similar courses to anyone interested in improving the standard of their jumping. Considering their value, perhaps with help from the BPA, more centres could run seminars for jumpers at all levels.

Our thanks to Dave and **Paul** the pilot for all the time and energy they gave to making it so successful.

Those who attended the seminar were: **Judi Slater**, **Alan Dumbell**, **Derek Armstrong**, **John McNally**, **Alan Hayes**, **Mike Barwick** (plus support from **Val Bown**), **Martin Fricke** - a visiting jumper from New Zealand and me **Lynda Webb**.

LYNDA WEBB

Grassington Balloon Boogie

It was **Steve Crabtree** who first had the inspiration to make a few dreams come true for his old and trusted friends. Way back in sleepy cold December the vision of a hot summers day going up, up and away in a Hot Air Balloon and doing the only decent thing a true skydiver should, warmed the cockles of his heart (and it is one thing Steve can't stand, its cold cockles!) The dream started its long journey into reality with a number of successful encounters with red tape, hassel and toil. Balloonist extraordinaire **Graham Turnbull** — one of the nicest guys you could ever hope to meet, agreed to have jumpers climb all over his beautiful balloon G SKIP. The C.A.A. were consulted and exemptions granted (to Messrs Smith and Jones we owe our thanks — no cowboy outfit this!) and Steve spent many a night visiting every landowner in the district getting the necessary written permission to land.

Winter turned into Spring, Spring turned back into Winter (etc.) but eventually the day dawned, ideal conditions, still sweet air, good vibes all round and one of the most exciting moments I've ever experienced as all hands held the basket down while the massive envelope lumbered into life, burners roaring. The whoops and cheers could be heard all over Yorkshire as the balloon swiftly rose above the idyllic village of Grassington. Five

thousand feet in five minutes going straight up — magic — with incredible views. Can you imagine no runways, CCLs or noise. It was noticed that in silence one can hear lack of bottle as well as smell it! The peace and stillness of the ride was interrupted by the arrival of Cockerhams C185 as it flew around the Balloon before we watched Steve and his friends exit and dance past us doing 4 way sequential. The view of relly from this still platform in the sky gave a new perspective on free fall which blew the minds of both jumpers and balloon pilot.

Graham then told us that we may climb out now (if we must) and from then on appeared to try and pretend we weren't there. Climbing onto the edge of the basket in utter silence is scary, and then having to hang on while the balloon reaches the correct descending pace, which of course took forever. We whispered the count (it seemed silly to shout) and let go falling backwards into pure stillness and a moment which never ended. It was orgasmic! The bright yellow balloon fell away upwards and after a silent lifetime the comfort of terminal arrived and I could fly again. Laughing all the way down, landing in a field, looking skywards at a drifting speck in the distance — were we just there seconds before?

Fourteen jumps were made over the weekend, landing safely in various parts of Warfdale. Saturday turned into Sunday mom as Steve celebrated his 26th in style, and only the tone of the conversation told you we were a million miles from the Martini set. It turned into one of those magical weekends us jumpers are privileged to experience from time to time, happy are those who dream dreams.

Thanks are due to all who added the ingredients to the spell, especially **Graham** the Balloonist, **Brian Shaw**, the CAA and BPA, dynamic **Steve**, **Jan** and **Fitz** for the food and cuddles and every one else who knows me. Isn't life amazing...

DAVE SMITH D2801

\$ SWORD PROMOTIONS

Main dealers for National Parachute Supplies, U.S.A. Write or phone now for free quote.

Dealers in any second hand equipment, buying or selling, write or phone for or with details, **no charge for selling your equipment.**

Suppliers of the Jack Knife, undoubtedly the best knife for parachutists. 8 inches long, large handle, double 'Jaw' blades and spare blades included. £5.00 (including V.A.T.) + 50 pence p & p. Pouches, assorted colours, £2.50 or knife and pouch for £10.00 with free p & p. Freefall photography service, video and/or stills.

**SWORD PROMOTIONS,
2 CHURCH PATH, PURTON,
SWINDON, WILTSHIRE SN5 9DR
Tel: (0793) 853222 (work) or
(0793) 770022 (evenings)**



JUMP CAMERA

This is the first of two articles on photography and sport parachuting. The second, to be published in the February issue, will cover techniques for CRW, accuracy, camera mounts on aircraft, as well as more information on the choice of film and lens.

There are few sports which, in order to photograph them successfully, the cameraman must be as proficient at the sport as his subjects.

Soccer, motor-racing and cricket, for instance, can all be captured on film without the cameraman ever having kicked a ball, driven a car or held a bat. Apart from sport parachuting, mountaineering is perhaps the only other sport in which the photographer must be able to take part in order to get his picture.

DAVE WATERMAN

The first point I wish to emphasise is - make sure you are as good a skydiver as the people you intend to photograph. Don't put a camera on your helmet as soon as you have achieved Cat. 10 and expect to be an **Andy Keetch**.

First learn all the RW disciplines - linked exits, sub-terminal transitions, back and front floating, back-ins, side-ins and of course, swooping.

It's obvious you won't get the picture unless you're where the action is! Being at the right place at the right time is the aim.

Gone are the days when any picture taken in free-fall was a source of wonder - most of the pictures published in books such as 'Skies Call' have very little to do with luck on the part of the photographer.

The **Carl Boenish's, Rick Snow's Andy Keetch's** and **Norman Kent's** of this world do a tremendous amount of pre-planning before a camera jump. They take part in the dirt-dive, and know where they want to be at any time during the actual dive. They also know what pictures to expect when they get there, and have taken into account such details as the relationship between the sun and their subject(s). They will also have the ability to go below the group for an underneath shot, or stay above to include the airfield or jump centre in the picture. Be a good skydiver first, THEN a good freefall photographer. You cannot be the latter without the former.

"Perfect speed is being there".

Jonathon Livingstone Seagull.

EXITS



a) Back float - a favourite position for cameramen.



It is important that you

take part in the exit practice, for your fellow skydivers' sake as much as your own. A good tip is to leave the aircraft on the 'set', so pay particular attention to the count. This enables you to get about six feet of separation between yourself and the group you are photographing.

So make sure:

- (i) You can leave your position without too much disturbance to the other floaters.
- (ii) Tell them what you intend doing.
- (iii) Ensure your legs and arms are not trapped against the sides of the aircraft by others in the door.
- (iv) Bring your arms down to a delta position in order to get maximum lift from the relative air outside the aircraft. If you get this right, the others in the exit will come past you and you will not be presented with such a steep angle looking back at the aircraft.

b) Diving behind a group

There is a chance that if you manage a hot exit, your reward might be a pair of size nines in the camera. Although it may not do much actual damage, it could upset any sighting arrangement you might have....So for hot exits cross both your arms in front of your face and helmet as you dive through the door.

RATE OF FALL

The story of jumpsuit evolution is worthy of an article all to itself. The 'Big Wing' war of the late 70's caused many problems for the cameraman filming teams of that period. Large 'Flying Squirrel' and balloon suits were the order of the day.

Now sanity has returned and most jumpsuits in current use have little or no wing area. This means cameramen can cope with groups up to at least 16-ways by wearing nothing bigger than the normal large wing. What you should be looking for is 20 per cent more in reserve than the group you are jumping with. This gives you the ability to go below, film, and still get above without much effort. The amount of wing required to do this, will of course, vary from jumper to jumper.

In conjunction with jumpsuit size, it is worth mentioning two further points. It's in your own interest to pay particular attention to the weight of your parachute and your own weight. The lighter the better.

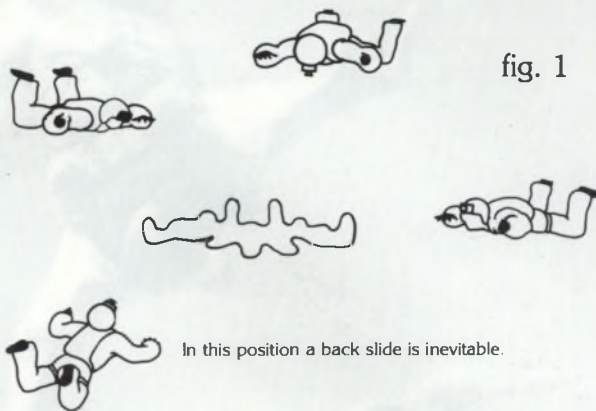


fig. 1

In this position a back slide is inevitable.

With groups above 24-ways more drastic measures may be required, and with formations this size, your camera position vis-a-vis the formation is as important as your suit. Assuming the object of the exercise is to record the total formation, perhaps a record attempt, timing is most important.

Always stay as close to the vertical, above the group as you can, see fig. 1. Never get below the 45 degrees position - if you do, two things work to your disadvantage:

- (i) If the formation starts to float up, you may have to de-arch to gain altitude. That means for that period you probably won't be able to continue your photography until you are in a better position, and during that time the formation may have been completed - and you will have missed the picture.
- (ii) Photographs taken below the 45 degree line, do not generally have as much impact as those taken nearer the vertical.

Alternatively, if you are in a position almost vertical to the formation, it is easier to de-arch if necessary and still keep the group within your sights. With large formations, aim to be in position as the last wave are making their approach, and be as vertical as possible. Never get on the same level as the formation.

CAMERA EQUIPMENT

When I first started jumping with a camera in the sixties, there were only two main motor driven cameras available - the Nikon F and the Canon F1, both weighing about 4½lbs. Now the choice of motordriven cameras is endless, and it's not my intention to single out any one for special mention. You pay your money and you take your choice, but two major considerations when making that choice, are, apart from cost:

- (i) Automatic exposure
- (ii) Auto-wind or motor drive

I prefer not to use automatic exposure. With the sun coming from behind you and an even contrast subject, automatic exposure works well enough. However, backlit subjects, cloud formations in the background, very dark or light jumpsuits can produce disappointing results when shot with automatic exposure. Get to know your equipment and film stock (whether it be negative or transparency), but more of that later.

AUTO-DRIVE OR MOTORDRIVE?

Motordrive is the more expensive but it gives you the following advantages:

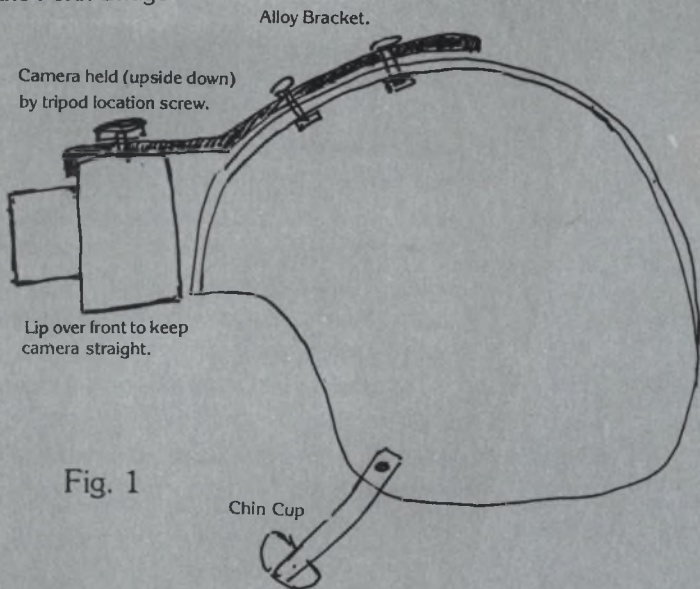
- (i) A faster number of frames per second - six against three with an auto-drive. Its main use in freefall would be in the backfloat position, shooting exits, or an opening sequence. For all other applications, an auto-drive would be adequate.
- (ii) Motordrive enables you to remove the battery pack from the main camera body and tuck into your jumpsuit. In the case of an Olympus OM1, the camera and motordrive left on the helmet weigh only two and a half pounds, a very important point if you intend jumping a camera regularly. Incidents of neck injuries to camera jumpers are high and the weight of equipment on helmets is a major factor.

I wince when I see what some cameramen put on their helmets - two stills cameras and a video or cine in some cases. It's worth remembering the spine and neck vertebrae are extremely delicate and vital parts of the body. There may be some bold cameramen and some old cameramen, but very few old and bold cameramen! It only needs one bad opening or a terminal reserve ride!

JUMP CAMERA

HELMET MOUNTS

As a general rule, the simpler the better - some I have seen resemble the Forth Bridge.

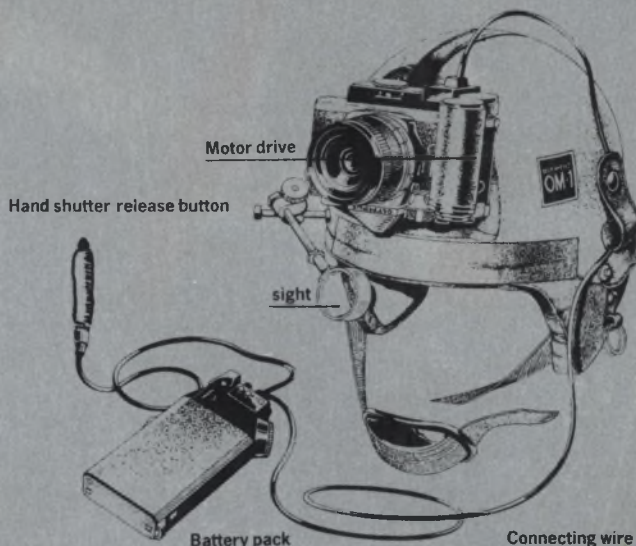


As already mentioned, modern cameras weigh only 2-3lbs, so a rig such as that shown in Fig. 1 is sufficient to hold the camera securely on the helmet. Some cameramen build a protective frame around the body of their camera, but it is my considered opinion this is unnecessary. I can't remember ever damaging a camera either on exit or landing.

SIGHT

Without doubt there is only one sight for the serious freefall cameraman - a Newton Ring Sight. They are still available from **Norman Kent, 1579 Wildwood Drive, Los Angeles, LA 90041**, at \$125. The first sight I bought cost \$2.50.

The advantage over any other form of sight is that once the Newton rings, or 'bull's eye' in the centre of the sight is calibrated to the centre of your picture area, it stays there even if your helmet moves during freefall.

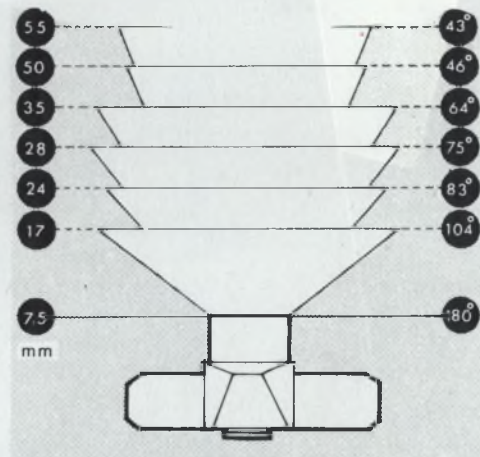
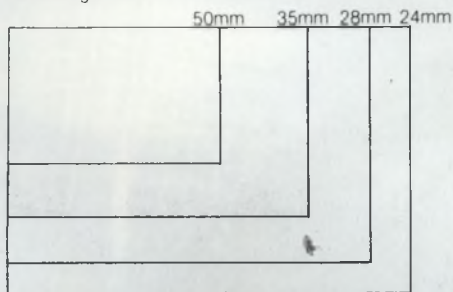


CHOICE OF LENSES

35mm or 28mm for general freefall work seem to be the popular choices. To the more technical, both are wide angle - the 35mm has an angle of 64°, while the 28mm 75°, see diagram. Wider lenses up to a fisheye can be used if you are taking a camera into the action for a more subjective viewpoint.

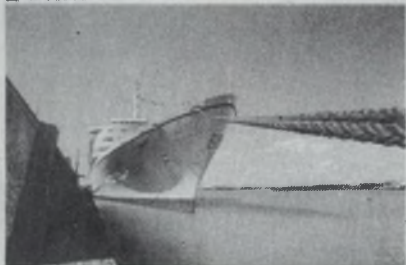
A 28mm lens is good to shoot exits from the back float position. You get just that little bit extra into the picture!

Comparison of the field of view: Wide-angle lenses vs. standard lens

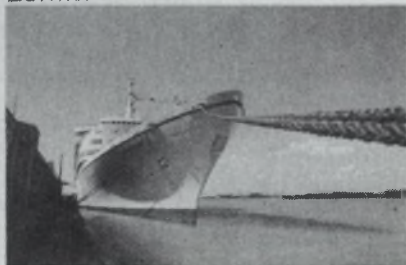


These three photographs show the difference in perspective and angle of view of the 28mm lens as compared to 24mm and 35mm lens.

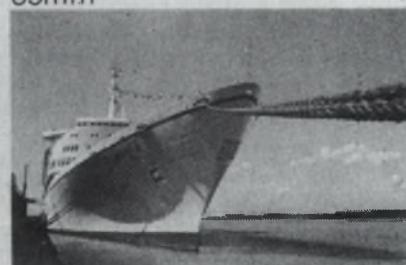
24mm



28mm



35mm



WHAT MAKES A GOOD PICTURE?

Recently I was lucky enough to meet photographer **Richard Cook** at an RAF function. Richard is the photographer who takes those dramatic air-to-air pictures of RAF aircraft from what appears to be a position two feet from the nose.

He agreed that all his favourite pictures had something in common – a good background. It may be a cloud formation, a coastline, mountains, or perhaps a sunset, and he added that when planning an air-to-air sortie, he paid particular attention to what he wants to see in the background. The same argument applies to skydiving photography as the pictures on these pages illustrate.

Simon Ward
advertising his
Radio Station



CRW stack over Z/Hills
Dave Waterman



Marines over Poole
Taff James

16-way over Weston

Dave Waterman



Middle pages – Sunset over Weston
Dave Waterman





*Sunward I've climbed, and joined the tumbling mirth
Of sun-spilt clouds – and done a hundred things
You have not dreamed of.*

John Gillespie Magee

WHAT FILM?

Monochrome, Colour? Negative or Reversal?

Black and White photography still has a lot to offer but unless you have your own darkroom it can cost the same if not more than colour. This is because colour processing is an automative process and is a very competitive business. Never-the-less, if you are a do-it-yourself buff, monochrome can be very enjoyable.

Generally speaking if parachuting is going on, then one could assume that there is a fair amount of light around. Therefore, a film with an A.S.A. rating of 100-125 will be fast enough for most uses. Do not fall into the trap of going for a fast 400 A.S.A. film, you are only looking for an aperture of F8 at 500th sec. for most applications (freefall, accuracy etc.) and you can get that with no more than 200 A.S.A. What you should do, is get used to one type and combine that with a film developer recommended by the makers of the film. You will soon find out how to get the best result by experimenting with the development times etc. The use of yellow or orange filters when taking pictures of canopies gives you a very dramatic sky and enhances the clouds on monochrome.

COLOUR FILMS

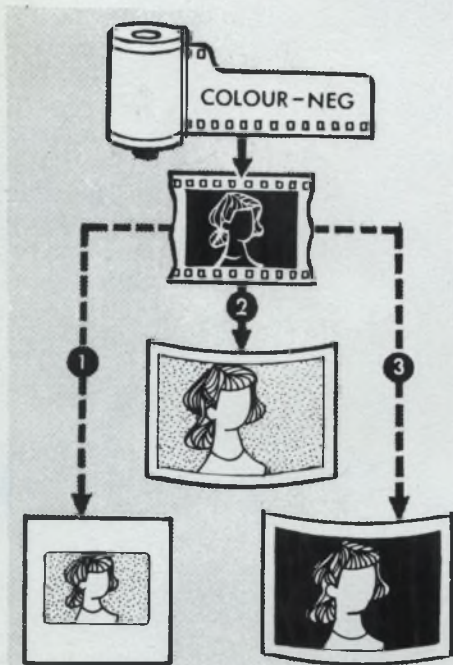
Both types of colour film can be used to produce various end results.

Colour negative film is primarily designed for colour prints (3) but can also be printed on to special

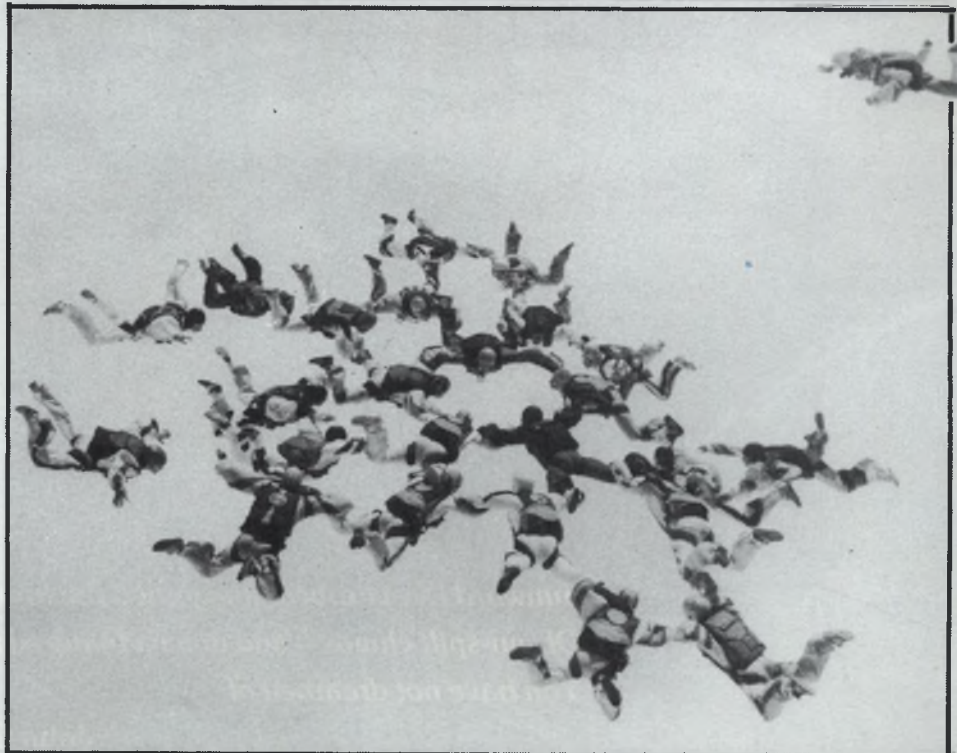
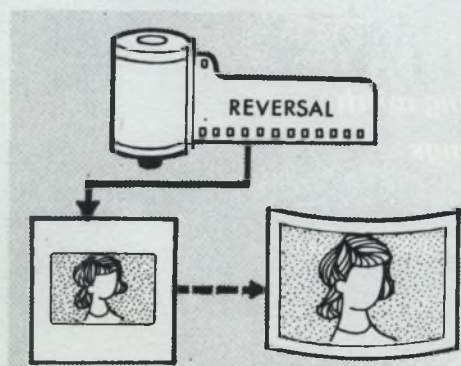
film to provide transparencies (1). This service is available commercially. Black-and-white prints (2) can be made on ordinary bromide paper or on special panchromatic paper.



Frank Smith of M.P.C., demonstrating the importance of knowing where the pull-out is. Picture: John Carter



Colour reversal film is designed for the production of colour slides. Black-and-white prints can be made from the slides either on direct reversal material or via an internegative.



The photographer on the right of the top picture is not in such a good position as the photographer on the left to de-arch and still continue to work. The photographer on the left would have to have a very wide angle lens to get the whole formation in. The bottom photograph was taken by the photographer on the right.



LINCOLN SKYVAN BOOGIE

On the 24th/25th/26th September, Lincoln Parachute Centre hosted its first Skyvan Boogie. Registration, kit inspection and tagging began at around 8.30 a.m. on Saturday morning for the expected imminent arrival of the Skyvan EI-BNN from Dublin. At around 10 a.m. we were beginning to get worried. About 160 skydivers from all over the country had registered and were already dirt-diving. As we were wondering how all these 20-way groups would fit into our 206 we received a phone call from East Midlands Airport to say the plane had had to put down there for Customs, Special Branch clearance and fuel. Anyway, around midday the first load got off the ground after the manifest had been changed about ten times and the fun started.

Lots of "there I was" stories from people not used to tailgates and a lot of walking back after some very unusual spotting. The group with the first prize for spotting landed about four miles from the airfield, as we were so kindly informed by the occupants of a passing police car, which was then observed to proceed in a southerly direction.

We obtained permission from **Mr. Frank Cattle** of the C.A.A. to conduct night flying on all three nights. Over those nights we did 55 descents from the 206 and 22 descents from the Skyvan. We had poor visibility on the second two nights, otherwise more descents would have been made. One aircraft load from the south of England received gravel rash in some strange places. Would they have done it in daylight?!



Over the weekend a total of 658 descents were made from the Skyvan. We would like to thank Eastern Air Executive for the use of their fuel bowser, from which we emptied 800 gallons of Jet A1, and their runway lighting, radio and N.D.B.

We hope everyone enjoyed themselves, we certainly received a great amount of thanks from departing jumpers. The only real complaint was from a local farmer concerned about his stampeding cattle after one of the weekends better spotting attempts. **Paddy Ritchie** had a memorable night cutaway after

strategic placement of night lights before eplaning. Worried moments in the pit were quickly dispelled on hearing a high pitched yell from the gloom! Paddy also managed to leave half a jumpsuit leg in the Skyvan.

Thank you also to **Brian and Vernon** from Shannon Executive Aviation who did a great job, despite being constantly hassled by us to get the aircraft up and down faster, which they did on the last lift in taking 29 people to 12 grand and being on the ground again in 24 minutes.

LINCOLN PARACHUTE CENTRE

"ARE YOU A COLD CHRISTMAS TURKEY?"

Jumping an aircraft without an inflight door during winter is to my mind potentially more dangerous than just acquiring a deep-frozen arse! A lift to any reasonable altitude invariably means a reduction in body temperature, especially in the head, hands, feet and legs - with warm blood eventually reducing its circulation to ensure adequate supply to the vital organs. Of course, the problems of intense body cold are not just confined to 'barn door' type aircraft. Lack of warm head protection can induce a migraine type headache, and rear-floating at 12,500ft. with a static sub-zero temperature can numb both hands, even when wearing ski-gloves, while the skydiver takes positive handholds to support his body weight before the moment of exit. It is the combination of the static cold, compression of heat-retentive materials and exerted pressure that achieves such intense pain when warm blood pulses back through the veins. Remember the sensation? I am sure you do.

IMAGINE

It is such numbing, combined with the body's lack of ability to react quickly in intense cold, especially when aided by high windchill factors, and bulky 'Michelin Man' style clothing which restricts movement and vision when executing emergency drills, that potentially places the skydiver on the deficit side of life when dealing with the malfunction that Fate could allocate for a crystal clear winter's day.

Just for a minute imagine your wooden, insensitive hands groping for the cutaway pad and reserve handle while restricted vision due to bulky clothes (that have compressed under your chest and leg straps and puffed out elsewhere) cause fractions of a second to slip away, not helped of course by your general lack of alertness due to a low body temperature. Not to overstress the point, but those of you who wear fur-lined or bulky ski-gloves in winter, could you really use one of the more popular small Hook-knives in a stressful situation?

WHOOFO

By now, some of you may have me labelled as a scare-monger, or whimping whoofo who only skydives between June and mid-November because of an inbred fear of chilblains, runny nose, flu and itchy string vests. Nothing could be further from the truth; but if my description of the effects of low temperatures seems exaggerated, it is because I have thought about them often, and learnt over eighteen years of visiting cold climates how quickly the body can deteriorate in such situations. Like **Leo Dickinson** before me (still affectionately known in the mountaineering world as the Human Hobbit) and **Eric Jones** more recently (the Welshman who climbed the Eiger North Wall alone, while filmed by Leo), I am a convert from the Peaks and Passes of the Greater Ranges to the Freedom of the Sky. Now climbing to some of you may seem to be a boring and stupid exercise, but to a person of dual-discipline it has its advantages, and knowledge of lightweight, heat-retentive clothing is just one of them.

What makes the requirement of a mountaineer and skydiver reasonably compatible of course is their necessity for warmth without bulk, non-restrictive movement, protection from long and short term wind-chill (in freefall and under canopy) not forgetting the basic common denominator with all adventure sportsmen: the general usefulness and durability, combined with cost of each item. With a little thought there really is no need for anyone to freeze themselves or their appendages when skydiving in a European winter climate. It certainly would put an end to the hard core element amongst us bleating, "I was so cold I couldn't have coped with a mal today", when holding court in the DZ bar on a wintery weekend.

FABRICS

It is not my intention to discuss the technicalities, 'tog' and 'clo' values of various fabrics and materials,



Thermal Sports Suit

but to make recommendations of items used by today's mountaineers that have a direct application to the modern skydiver. All of them I use myself and believe that they represent the best available on the market at present.

THINSULATE

Firstly, it is worth establishing that most skiing salopettes favoured by many year-round skydivers, are made for a fashion requirement and in general bear more than 100% markup before VAT is added to the retail price! Many of these garments are made of the least effective and unbranded heat-retentive materials, are stitched with cheap threads, and are built to last one season only. They also have minimum resistance to water - not that that is important in a skydiving situation. Consequently the only warmth that a skydiver gains from parachuting in a ski-suit as far as I can see, is the intense feeling of heat in the pocket area - caused by a sad waste of hard-earned cash. There are of course exceptions and these are the well known names, such as Killy or Fila. **Jean-Claud Killy's** company manufactures from the highly heat retentive synthetic material made by 3M called Thinsulate. This material gives nearly twice as much warmth as any other synthetic of the same weight, and if you really must use the 'boiler-suit' warmth principle for your skydiving, look in Killy's direction. Thinsulate is however readily available in jackets and waistcoats. Ultimate Equipment of Halifax make a Warmlite vest with a knitted collar and two-way zip slider from this non-compressing, lightweight, low bulk, high heat retentive and durable material. A waistcoat or jacket made from the CS150 grade is quite capable of giving good body warmth in the aircraft, during freefall and under canopy. For those who prefer arm protection as well, Phoenix Mountaineering make jackets with neck protective collars and wrist locks, which have a sculptured back panel to give protection to the kidneys. Both this jacket and waistcoat fit easily under a flying suit - even a modern RW suit - and they do not interfere with the comfort of a pack and harness.

MERAKLON

Obviously, Thinsulate makes an ideal top heat retentive layer. But what complements it underneath? Next to the skin a lightweight rib-knit Meraklon Polypropylene t-shirt or long sleeved vest with a roll neck collar made by Wild Country under their 'Antarctica' label is a must. This synthetic material works like a second skin, giving general warmth, allowing for normal regulation of body heat, yet it does not retain sweat or body moisture as natural fibres will do. Meraklon stretches easily, without losing its shape and it does not restrict movement. Consequently, in a skydiving situation,

with a thin woollen polarneck pullover worn on top and a Thinsulate waistcoat or jacket under a flying suit reducing most of the windchill factor, the torso and vital body organs can be considered protected and perfectly warm. At what cost? So far, less than £100 has been spent. Remember everything mentioned can be used in a day to day situation and isn't stuck in a DZ bag until the next skydiving weekend. What about bulk? The uncompressed thickness of these three items is less than 1/2" of high quality, heat retentive fabrics and materials. They do not bulk out, and vision is not restricted in freefall when looking for belly band or leg mounted throwaways, cutaway pads, reserve handles, hook-knives and chest or belly band mounted altimeter.

SECRET

Little 'appendages' come next - the extremities that are dear to us such as ears, nose, toes and most importantly fingers. Nobody seems to have let skydivers into the secret that there are 'temperature regulators' or 'thermostats' in the ankles, wrists and neck, and these control our feelings of satisfactory or unsatisfactory warmth in these areas. Consequently, soft leather gloves with a wrist cover or of the 'gauntlet' style, that are not too tight fitting, are ideal. Au Fanion - the French para-shop near the Gare de Nord in Paris sell such an item for £14.00 and long socks of the loop stitch mountain walking variety make more sense in winter than ski gloves and 'Tube' socks that finish at the heel of the thumb and below the ankle respectively. Underneath Polypropylene liners can be worn - they still allow for a positive and sensitive grip to be taken on your skydiving partners. Remember that bulkiness reduces mobility lack of mobility restricts the flow of blood - and wooden fingers and unfeeling toes are the end result. This brings us to cold spots caused by compression when front or rear floating. Climbers use a technique of continually re-distributing the pressure of a grip through the hand or foothold. This reduces strain, and in cold conditions, allows the blood to circulate so that sensation and feeling - although reduced - are not lost completely. It does take some practice, but it really works, as long as you remember not to over relax!

Custom Built
SIMBIOSIS SUITS
By ROB COLPUS

Fast Delivery

£55 + £5 p & p

Order form from
19A Melrose Road
LONDON S.W.18

01-870-2581



SILK

Finally we are left with the problems of intense cold on the head and neck, arguably the most important area of the body to keep warm. 30% of body heat (and vapour) loss take place through the neck and head, and even during short term exposure to intense cold, pounding migraine-type headaches can be caused in the most hardy of sportsmen. By wearing a roll-neck vest and pullover the neck is partially cared for and head protection is complete with a lightweight or medium weight balaclava. Silk of course here is invaluable, being lightweight and soft, yet high in heat-retention - but so too is the Mountain Equipment head protector made from a high-tech fibrepile thermo-fleece. On very cold days when the

ground temperature is low, both may be worn without restriction of vision or too much loss of hearing; neither of course would affect the sound of a Para-Alert or Ditta in freefall and these items will quite easily fit separately, or together, under a Protec Helmet or correctly fitting fraphat.

It takes little thought or cost to be warm and consequently a little safer in the air during winter, but it is time that many of our fraternity realise that just extra layers of clothing are not the answer. We search out the answers to all sorts of diverse questions to do with technique, and equipment, but it seems nobody ever asks anyone from outside for advice. If you want to know more, and there is much more to know, about available lightweight clothing that will help to

keep you warm in the sky, and on the ground, visit a specialist outdoor shop. The person you want to talk to is the person who, like yourself, gets off his butt and does something in winter, rather than sit in a warm shop and talk about it.

by Nigel Gifford

Nigel Gifford has been an active climber for 18 years and taken part in three Himalayan expeditions, including one to Mount Everest, made a solo ascent of Mt. McKinley in Alaska, and led a variety of lightweight expeditions to Africa, the United States and the Canadian Yukon.

WANTED - MORE JUDGES

Next to the competitors themselves, competent judges are the most important band of people required to ensure the success of any competition. As an Association we are short of good judges and good judges are vital for raising the standards of competitors. It's shattering for a competitor to be penalised at a World Championships for a performance that has been acceptable at National level. The basic qualities required by a would-be judge are an enthusiastic interest in competitive parachuting, reasonable eyesight and complete integrity. Competitive parachuting experience is only an advantage in that a judge who is an ex-competitor is familiar with the rules and knows something of the stress faced by competitors - but these aren't essential requirements. The principal purpose of this short article is to persuade BPA members that judging is a worthwhile facet of the sport, particularly if you are the wife or the girlfriend of a competitor. If the latter be reassured that there are some excellent F.A.I. International Judges who are in this category.

There are two standards of judge - the National Judge, and the F.A.I. International Judge; naturally only the latter judge at World Championships. The qualifications for F.A.I. Judges are laid down in Annex A of the F.A.I. Sporting Code - section 5 - Regulations for Sport Parachuting (the 1982 version being the current one). These qualifications are as follows:

A.1 To qualify as an F.A.I. Judge, the candidate must satisfy the following minimum requirements: The Judge candidate must have:

1. participated as a Judge in a minimum of seven competitions, which must include the world parachuting championship events, within the four years which precede the application. At least two of these competitions must be national parachuting championships, and at least one of the seven must have been during the immediately preceding year. The judging staff at the national championships must have included at least one F.A.I. Judge. Should any candidate wish to become qualified in only one of the four existing categories, his attendance at competitions containing one or more of the categories (but including his chosen category) is acceptable;
2. observed at the two national championships referred to in paragraph (1), or at an

IPC or WPC, an aggregate of at least 100 jumps of each world parachuting championship event of which at least 95% must be evaluated and meet the following standards:

— Style

- (a) not more than 10% may deviate from the official time by more than 0.5 seconds;
- b) not more than 2% may have a deviation from the official time of more than 1.0 seconds;
- c) in at least 60% of the evaluated individual figures, the Judge must attain agreement with the official score.

An agreement is defined as follows:

- i) where a penalty is officially assessed, a 'no penalty' call is not an agreement;
- ii) otherwise a deviation of no more than one penalty step is an agreement.

— Relative Work

- a) at least 80% of the evaluation of the formations and intermediate transitions must agree with the official results;
- b) at least 80% of the evaluation of completion of working time must agree with the official results. In this evaluation, only working time vis a vis formations shall be considered.

A.2 To maintain current validity, as provided in paragraph 5.1.2.1, for a specific category, the F.A.I. Judge must annually satisfy the following conditions:

- a) **Style, Accuracy and Relative Work**
Have judged at least one national, international or world championships in the preceding two years, for his specific category.
- b) **Style**
Have judged in a competition at least 100 style jumps in the two preceding years.
- c) **Accuracy**
Have judged in a competition at least 100 accuracy jumps in the two preceding years.
- d) **Relative Work**
Have judged in a competition at least 100 Relative Work jumps (4 or 8 persons) in the two preceding years.

Qualifications for a National Judges Rating is naturally somewhat simpler and it is controlled by the National Coach and Safety

Officer responsible for Judges - currently John Hitchen. At the end of a National Championship, when all the Judges' performances are evaluated, if the potential judge attains the standards laid down in paras A.1.2, he may be considered. Naturally his qualities of enthusiasm and integrity, together with his knowledge of Event Rules and the Sporting Code will be additional factors.

Every judge records his performance in a Judges Log Book, (these are available from the BPA office), and each event is countersigned by either the Chief Judge or the Event Judge. The Log Book is an essential record and is examined every year by the Sporting Code Sub-Committee of the CIP (International Parachuting Committee) at their annual meeting (normally held every January). At this examination each judge's current validity is assessed and this will be reflected in CIP's Annual List of FAI Judges which records each of the four categories Style, Accuracy, RW or CRW, in which the judge is qualified. (CRW is, of course, not yet a World Championship Event).

So have you got what it takes? Initially this can be summed up as an enthusiasm to be more fully involved in our sport - the rest I'm sure can follow. That is why we are also appealing to wives and girlfriends to have a go at an aspect of the sport that is both challenging and rewarding and which also offers, in the long term, the chance of being a member of the International Panel of Judges at World Championships. For those interested the Association will be running a Judges Seminar soon after the CIP Meeting from 10 - 12th February 1984 at Netheravon at which potential judges will be most welcome. In the first instance simply inform **John Hitchen** at the BPA Office that you are interested in attending - he will forward all details in due course.

CHARLES SHEA-SIMONDS

Charles Shea-Simonds has been the U.K. CIP Delegate for 10 years and is a member of CIP's Relative Work Sub-Committee. He was Chief Judge at the First World Cup in Sequential RW in 1976 and was Chief Judge at the World RW Championships in Australia in 1977 and in U.S.A. in 1981. He is Chief Judge at the World RW Championships in South Africa in December of this year.

**BRITISH PARACHUTE
ASSOCIATION
COUNCIL MEETING
KIMBERLEY HOUSE, LEICESTER
27th OCTOBER 1983**

Present:
J.L. Thomas Vice Chairman
P.W. Ritchie Treasurer
S.D. Lambe Chairman Comp. Cttee.
J.R.H. Sharples Chairman STC
D. Hennessy Chairman Dev. Committee
J. Watts Club Representative
J. Walmsley R. Hiatt
S. Brearley R. Colpus
C. O'Hara B. Dyas
G. Lilly D. Tylcoat
10 Observers

In Attendance:
J.H. Hitchen JNCSO BPA
C.W. Port Sec. Gen. BPA

Apologies:
K. Yeoman, J.T. Crocker, M. Munn, Brig. R. Walker.

Minutes of the Council Meeting of 7th September 1983.

Matters Arising

Item 3.2 - Sales Franchise

Some disquiet was expressed that there had been an increase in the cost of Log Books. The Secretary General was tasked with investigating the situation with Kaleidoscope and would report back to Council when an explanation had been obtained.

Sec-Gen

Item 3.1 - Office Accommodation

The Hon. Treasurer reported the result of a meeting with the Association's Bank Manager, Mr. James Gunner at which he and the Secretary General presented our case for the purchase of a freehold property in lieu of our present leased premises. We had an excellent reception and Mr. Gunner concurred with the good sense of our objectives. He was prepared to offer us a loan of 70% of the value of the property to be purchased and, if we have to pay £72,000 this is, in round figures, a figure of £50,000. Repayments on this sum as 3% over current Base Rate, i.e. and effective rate of 12% over 15 years, would be £7,158 p.a., i.e. some £600 more than our existing rent and rates (no rates are payable on the proposed property).

We would, therefore, have to put down £22,000 in cash, plus the costs of removal which are currently being quantified. As the Association is from time to time in possession of substantial liquid funds, it may be that on occasions we would be better off reducing the loan, i.e. saving 12% p.a. rather than putting our funds on the Money Market at 7½% and we therefore discussed the possibility of an overdraft facility. This has the disadvantage that it is subject to annual review and for reasons outside the Bank's control, is theoretically able to be called in on demand or substantially reduced. Mr. Gunner therefore offered an excellent compromise which was that if all our spare funds are held on current account, the Bank will give us a full off-set against the loan for interest purposes, charging only 1% on the credit balance thus off-set rather than the difference of 4½% between what we receive and what we would be paying at the present time. The effect of this would be that for example, if we had £10,000 in credit at the same time as the loan of £50,000, we would pay interest at 12% on a net £40,000 and 1% on the £10,000 off-set, i.e. substantially cheaper than paying 12% on £50,000. Interest rate on the loan would be 3% over Base and there would be an arrangement fee once and for all of £200. The net effect may well be that the outgoing on mortgage will be less practice than the rent and rates on the new property disregarding any possible income from sub-letting.

The Finance Committee recommended to Council that the agents acting in the sale of the property be offered £72,000 subject to survey, contract and disposal of our existing lease and that they be instructed to place the assignment of our existing lease on the market. Council endorsed this recommendation and instructed the Sec-Gen to make the necessary arrangements.

NOTE the BPA and Council are in no way committed until the stage is reached of signing contracts. The proposition was seconded by S. Brearley.

Carried Unanimously

Item 3.5.1 - East Coast Parachute Club

The situation remains the same in respect of the above, no money has been repaid and no reply received to letters concerning repayments or return of the telemeters.

Leeds Bradford had offered to buy these telemeters at cost, and had offered to collect them.

After some discussion it was agreed by Council to appoint Mr. B. Jones as their agent to reclaim the telemeters from East Coast Club. However before any final arrangements were made the Secretary General stated that he must discover the exact legal situation.

It was agreed that Mr. B. Jones of the Leeds Bradford Club be appointed as agent to collect the telemeters and that they then be sold to Leeds Bradford Club at cost, subject to the Secretary General ascertaining the exact legal position.

Sec. Gen.

Leeds Bradford Loan Update

The Secretary General was asked to write to Leeds Bradford regarding their application to the Sports Council for Grand and/or Loan to purchase the same equipment as that for which the Association had granted, made available a loan of £5,000.

It was proposed by D. Hennessy and seconded by D. Tylcoat that the minutes of the meeting of 7th September be accepted as a true record.

Carried Unanimously

Item 2 - Minutes of Extraordinary General Meeting of 23rd September 1983

There was considerable discussion on the minutes of the above meeting. Some clubs had been visited and Mrs J. Watts arranged more visits at this meeting.

P.W. Ritchie said that notwithstanding any interpretation which may have been drawn from the resolution taken at the meeting of 23rd September he felt that the Association could not be run with a large number of people not putting their students through the P6 System.

It was proposed by P.W. Ritchie and seconded by R. Hiatt that from 1st January 1984 that all affiliated clubs shall be required to put all students through the P6 membership system, if they do not do this then they will not be regarded as affiliated clubs. The details of this to be further refined and discussed.

Carried Unanimously

The Secretary General was required to inform all clubs of this action and also, by recorded delivery, the benefits which the clubs derive from being affiliated to the Association.

Sec-Gen

The minutes of the meeting were ratified.

Item 3 - Committee Reports

1. Safety and Training

The Chairman of STC, J.R.H. Sharples, presented the minutes of the meetings of 30th August 1983 and 20th October 1983 and invited comments.

Letter to Miss Marks

The Secretary General explained that he had written to Miss Marks, the club concerned and to date had had no further correspondence on the subject.

2. Riggers Meeting

It was agreed that the minutes of the riggers meeting be sent to all approved riggers. The minutes of the meetings were ratified.

J.N.C.S.O.

3. Competition Meeting

S.D. Lambe, Chairman of the Committee presented the minutes of the meeting of 12th October 1983. (The minutes are attached for Clubs to post on Club Notice Boards for

members consumption). The minutes were ratified.

4. Finance Meeting

The Treasurer, P.W. Ritchie, presented the minutes of the meeting of 10th October, 1983. (The Minutes are attached for Clubs to post on Club Notice Boards for members consumption). The minutes were ratified.

5. Development

D. Hennessy, Chairman of the Development Committee, said that there were no actual minutes of the meetings, but that the draft proposals had been sent to all members of Council, and as no comments had been received these proposals could be used as the basis for the development plan.

A Meeting had been held with Fosters Sports Foundation and as a result a request had been put down for £1,000 towards a Coaching Scheme, however the application had been unsuccessful. The Secretary General was putting in a further application for £1,000 towards the cost of the 1984 National Championships. But the package for Coaching would be re-vamped and put out to as many people as possible in an attempt to accrue finance for the scheme.

D. Hennessy
Sec-Gen

6. Club Representative

Mrs J. Watts said that there was little to report at present, and was awaiting results from the visits to clubs by Council Members.

7. Royal Aero Club

P.W. Ritchie had attended three functions.

(a) Parliamentary Committee Meeting 20th September 1983. A meeting had been held with the Air Minister, Mr. D. Mitchell MP at which it had been suggested that there should be more cooperation from the CAA to allow the various air sports to run their own affairs, this would save time and money at present outlayed by the CAA. It was also requested that a meeting be held on the problems of hire and reward, it transpired that a paper on this had already been prepared internally at the CAA, and this would be sent to the various bodies as soon as possible for comment.

Also the suggestion that the RAeC should have a member on the board of the CAA was well received.

b. Royal Aero Club Committee Meeting 20th September 1983

This had been attended in place of the permanent member who had been unable to attend.

(i) It had been agreed that an alternate could attend one meeting only in place of the permanent member.

(ii) Parascending

It was hoped that the parascending fraternity would become a member, in its own right of FAI. It was requested that this Association, via the CIP Representative, ease their path.

After some discussion it was agreed to instruct the Associations CIP delegate to do all in his power to press the case on behalf of Parascending. Proposed by P.W. Ritchie, seconded by R. Hiatt. Majority in favour.

G.C.P. Shea-Simonds
Sec-Gen



MATT MORTLOCK
DIRECTOR
LONDON PARACHUTING
4 YEARS



IAN HEAD
EX MANAGER
JUMP SHACK STH
ZEPHYRHILLS
4 YEARS

HAVE YOU SEEN THESE MEN

**IF NOT YOU PROBABLY ARE NOT
BUYING YOUR PARACHUTE
GEAR IN THE RIGHT PLACE**

WE CAN SUPPLY ALL MAKES OF MAIN, RESERVE, CONTAINER SYSTEMS, JUMPSUITS ETC
PHONE FOR ADVICE OR QUOTE

RUN BY SKYDIVERS FOR SKYDIVERS

Skygear
(EUROPE)

FOR PICK UP HERE OR IN USA, LARGE STOCK

PHONE

WEEKDAYS: THETFORD • 81 229 5 WK/END: CAMBRIDGE • 834613

c. Awards presentation

He had attended the R.Ae.C. Awards presentation at the R.A.F. Battle of Britain Museum Hendon at which **G.C.P. Shea-Simonds** and **J. Laing** had received from **HRH The Prince Andrew**, President of the Royal Aero Club, the R.Ae.C. Silver Medal and Tissander Diploma, for their services to parachuting.

Item 4 - I. Louttit

Following a meeting held on 12th October it had been agreed to reinstate DISC and I. Louttit until 30th November 1983. (Minutes of meeting attached).

After some discussion the decision which had been taken was ratified by Council.

Item 5 - R. Colpus - Letter

Following a Council Meeting of 1st June 1983, R. Colpus requested that the following be included in this set of Council Minutes in order to lay to rest some unfounded rumours. "Although paragraph 38/83 of Council Minutes for 1st June 1983 may reflect the words spoken at the meeting they do not represent the opinions of either myself or **Dave Howerski**

At the time the Chairman requested that Council pursue the matter no further as there was nothing to be gained by it, a request which I respected and felt some sympathy with. However, this has resulted in a misleading and unfavourable representation of my opinions in the minutes.

The Chairman's opinion, which is fully stated in the minutes, I partly sympathise with. It is **Dave Howerski's** opinion with which I do not agree, i.e. 1983 ex-British Team members should be prevented from appearing in South Africa as individuals, independent from BPA.

Even though British competitors receive great support from both BPA and Sports Council, we cannot expect to tell them what they may or may not do for the rest of their sporting careers, purely because we have funded them for one particular event.

I personally have no intention of appearing in South Africa, partly for the reasons the Chairman states, but I feel I must defend the freedom of any BPA Member who may find themselves on British Teams in 1983.

It is possible to have well principled objections to both the World Meet being held in South Africa and an official British Team attending, and within the same principle accept the attendance of BPA Members as individuals without prejudice against them".

Item 6 - RW Progression Course

R. Colpus put down for discussion the idea of a 'Mobile BPA Progression Course' in the shape of a 'Road Show'. This could be RW and other Disciplines. To be run by people who could give up to date knowledge on the disciplines. He agreed to send a paper to the office for typing and circulation to all Council as soon as possible.

Item 7 - Council Minutes to CCLs

Following a request on the above, Council agreed that Council Minutes should be sent to all CCLs. The Secretary General stated that he was already sending complete Finance and Competition Minutes to CCLs for their information and that of the members via club notice boards.

Sec-Gen

Item 8 - Kicker Springs

It had been discussed that these springs needed better finishing. To this end the Secretary General agreed to contact the Manufacturer to request that the ends be cleared up and 'crimped', any extra cost to be passed on to the customer.

Sec-Gen

Item 9 - Affiliation

An application was on the table for a name change and DZ change for the South Staffs Club, i.e. New Drop Zone to be Wellesbourne, Nr. Warwick, approved by **J.R.H. Sharples**, the name to be Birmingham and Coventry Skydiving Club. Approved.

Sec-Gen

Item 10 - BPC Trust Fund

The Treasurer had approached the BPC Trust Fund Trustees in the wake of the accident to **K. Yeoman**. However the Trustees were unable to help in this instance as the fund had been set up for help to the dependants of parachutists who had died as the result of a parachuting accident.

JNCsOs

Item 11 - Annual General Meeting

Following a question and suggestion from **Mr. J. Curtis** it was agreed to hold:

- (1) Editors Briefing — 2.00 - 2.45 p.m.
- (2) Development Forum — 2.45 - 3.30 p.m. on the afternoon session of the Convention on Saturday 7th January 1984.

Date of the next meeting is Thursday 8th December 1983. The venue Kimberley House, Leicester.



BUILDING A DOWNPLANE

A Downplane does exactly what its names suggests, it goes down, straight down.

To build one, you first of all start with a normal, common Biplane. The top guy then comes down a bit further, so that the bottom guy has hold of his back pack. The bottom guy then twists his body through 180° so that the two of them are now back to back. They now have to form a strong grip with their legs, usually done by each of them passing a leg back between the legs of the other, this leg is gripped with one arm. The last stage is then to slowly steer the two canopies apart, i.e. turn them in opposite directions, using the free arm.

The canopies will try to fly away from each other, but because the jumpers are linked they obviously can't do so, therefore, they point straight down towards the ground. Both jumpers just hang on tight. Rate of descent is somewhere between freefall and canopy ride, so don't break-off too late. Ground rush is definitely evident.

ROB COLPUS





• **Centre Ecole Regional de Parachutisme de l'Aisne**
Terrain d'Aviation de Laon Chambry 02000
LAON (Aisne) - Tél. 16 (23) 79.10.07

• **Centre Aero Parachutiste**
Aerodrome de Périgny 03120 LAPALISSE (Allier) -
Tél. 16 (70) 99.18.03

• **Centre Ecole de Parachutisme de Normandie**
Aerodrome civil 14650 CARPIQUET (Calvados) -
Tél. 16 (31) 80.71.47

• **Centre Ecole Regional de Parachutisme de Royan**
Aerodrome de Royan Médis - B.P. 23 - 17600
SALLIION (Charente Maritime) - Tél. 16 (46)
05.55.20

• **Centre Ecole de Parachutisme de la Corse**
Aerodrome de Bastia Poretta 20200 BASTIA
(Corse) - Tél. 16 (95) 31.12.03

• **Centre Ecole Regional de Parachutisme d'Aquitaine**
Aerodrome de Roumanière 24100 BERGERAC
(Dordogne) - Tél. 16 (53) 57.15.24

• **Centre Ecole de Parachutisme du Pays de Montbeliard**
Aerodrome de Courcelles les Montbeliard 25200
MONTBELIARD (Doubs) - Tél. 16 (81) 98.37.56

• **Centre Ecole de Parachutisme de Besançon Franche Comte**
Aerodrome de Besançon la Vèze 25000 BESAN-
CON (Doubs) - Tél. 16 (81) 80.50.82
Correspondance - Mr Michel MESSENS - La
Verte Vallée - Eluz 70150 MARNAY

• **Centre Regional Inter-Club de Parachutisme Provence Méditerranée**
Aérodrome de Pujaut 30150 ROQUEMAURE
(Gard) - Tél. 16 (90) 25.19.20
Correspondance - Mr d'ORTOLI - 61 bd Jeanne
d'Arc 13005 MARSEILLE

• **Centre de Parachutisme de la Mame**
Aerodrome 51400 MOURMELON LE GRAND
(Marne) - Tél. 16 (26) 66.13.57
Correspondance - B.P. 410 - 51064 REIMS
CEDEX

• **Centre Ecole de Parachutisme "Alsace"**
Aerodrome du Polygone (Bas Rhin) - Tél. 16 (88)
84.48.48

• **Centre Ecole Regional de Parachutisme Sportif de Colmar Alsace**
Aerodrome 68000 COLMAR HOUSSEN (Haut
Rhin) - Tél. 16 (89) 41.92.90

• **Centre Ecole Regional de Parachutisme Sportif Nancy Lorraine**
Aerodrome d'Azalot 54210 SAINT NICOLAS DE
PORT (Meurthe et Moselle) - Tél. 16 (83) 48.55.12

• **Centre Ecole de Parachutisme de Vannes**
Aerodrome de Vannes Meucou 56250 ELVEN
(Morbihan) - Tél. 16 (97) 60.78.69

• **Centre Ecole "Moselle Parachutisme"**
Aerodrome de Doncourt les Conflans 54800
JARNY (Moselle) - Tél. 16 (82) 33.12.78
Correspondance - B.P. 571 - 57010 METZ
CEDEX

• **Centre Ecole Regional de Parachutisme du Nord**
Aerodrome de la Salmagne 59600 MAUBEUGE
(Nord) - Tél. 16 (27) 62.03.69

• **Nord Para Club**
Aerodrome de Lille Marcq 59910 BONDUES
(Nord) - Tél. 16 (20) 98.20.16

• **Centre Ecole de Parachutisme de Lens**
Aerodrome de Lens Benifontaine 62300 LENS
(Pas-de-Calais)

• **Centre Ecole de Parachutisme "Pyrenees Ocean"**
Aerodrome de Lasclaveries 64450 THEZE (Pyr-
nees Atlantiques) - Tél. 16 (59) 04.85.89
Correspondance - B.P. 541 - 4010 PAU CEDEX -
Tél. secrétariat 16 (59) 02.66.40

• **Centre Ecole de Parachutisme du Roussillon**
Aerodrome de Saint Laurent de la Salanque
66000 PERPIGNAN (Pyrénées Orientales)
Correspondance - B.P. 4 - 66600 SALSÈS

• **Centre E. de Parachutisme du Bassin d'Arcachon**
Aerodrome de Villenave la Teste 33260 LA
TESTE DE BUCH (Gironde)
Correspondance - Mr DOUILLAC - 13 allée des
Lavandières - La Hume 33470 GUJAN MES-
TRAS

• **Centre Ecole Departemental de Parachutisme Sportif de la Gironde**
Aerodrome 33780 SOULAC SUR MER (Gironde)
Tél. 16 (56) 59.84.50

• **Centre Ecole de Parachutisme du Centre Ouest**
Aerodrome 36300 LE BLANC (Indre) - Tél. 16 (54)
37.05.90

• **Centre Ecole de Parachutisme de Grenoble**
Aerodrome de Saint Geoirs 38590 SAINT
ETIENNE DE SAINT GEOIRS (Isère) - Tél. 16 (76)
85.40.64

• **Centre Ecole de Parachutisme de Saint Etienne**
Aerodrome 42330 SAINT GALMIER (Loire)
Correspondance - "Billard Club" - 8 rue de la
République 42000 SAINT ETIENNE - Tél. 16 (77)
32.65.20

• **Centre Ecole de Parachutisme du Lot**
Aerodrome de Cahors Lalbenque 46230 LAL-
BENQUE (Lot) - Tél. 16 (65) 35.61.06
Correspondance - B.P. 134 - 46003 CAHORS

• **Centre Ecole Regional de Parachutisme de Lyon**
Aerodrome de Corbas 69800 SAINT PRIEST - Tél.
16 (78) 20.24.64 (P) 250 22 15
Correspondance - 44 place Jules Grandclément
69100 VILLEURBANNE

• **Centre Ecole de Parachutisme de Saône et Loire**
Aerodrome de Champforgeuil 71530 CHALON
SUR SAONE (Saône et Loire) - Tél. 16 (85)
46.15.84

• **Centre Ecole de Parachutisme Sportif du Maine et Val de Loire**
Aerodrome de Saint Hilaire Saint Florent 49400
SALMUR (Sarthe) - Tél. 16 (41) 50.45.27

• **Centre Ecole de Parachutisme Sportif de Savoie**
Aerodrome de Chambéry Aix les Bains 73420
LE VIVIERS DU LAC (Savoie) - Tél. 16 (79)
63.42.93

• **Centre Ecole Regional de Parachutisme de Haute Normandie**
Aerodrome de Dieppe Saint Aubin 76550
OFFRANVILLE (Seine Maritime) - Tél. 16 (35)
84.81.97

• **Centre de Parachutisme Sportif de Paris Ile de France**
Aerodrome 77320 LA FERTE GAUCHER (Seine
et Marne) - Tél. 16 (6) 404.01.73

• **Centre Ecole Regional de Parachutisme du Poitou**
Aerodrome 79100 THOUARS (Deux Sèvres) - Tél.
16 (49) 66.07.68

• **Centre Ecole de Parachutisme de la Somme**
Aerodrome de Peronne ESTREES MONS
Correspondance - Mr André MORFIN - 8 rue
des Clarines 80200 PERONNE - Tél. 16 (22)
84.26.20

• **Centre Ecole Regional de Parachutisme "Claude Lahille"**
Aérodrome d'Agen - Tél. 16 (63) 32.29.87
Correspondance - Cornillias 82400 VALENCE
D'AGEN (Tarn et Garonne)

• **Centre Ecole de Parachutisme "Cote d'Azur"**
Aerodrome du Luc - B.P. 8 - 83340 LE CANNET
DES MAURES (Var) - Tél. 16 (93) 85.18.54

• **Centre Ecole de Parachutisme de l'Ouest**
Aerodrome des Ajoncs 85000 LA ROCHE SUR
YON (Vendée) - Tél. 16 (51) 05.36.71

• **Centre Ecole de Parachutisme de Bourbon**
Aerodrome de Saint Denis
Correspondance - B.P. 85 - 97453 SAINT
PIERRE CEDEX (Ile de la Reunion)

• **Centre Ecole de Parachutisme "Nouvelle Calédonie"**
Aerodrome de Tontouta - NOUMEA
Correspondance - B.P. 751 - NOUMEA

• **Centre Ecole de Parachutisme de Polynésie Française**
Aerodrome - PAPEETE - Tél. 26061 Poste 401
Correspondance - B.P. 918 - PAPEETE - TAHITI

• **Centre Ecole de Parachutisme de la Guadeloupe**
Aerodrome du Raizet - POINTE A PITRE
Correspondance - Aero Club "Les ailes Guade-
loupiennes" - Le Raizet 97110 POINTE A PITRE

• **Centre Ecole de Parachutisme de la Guyane Française**
Aérodrome de Kourou
Correspondance - B.P. 472 - 97310 KOUROU

CLUB PAGES

CYPRUS

The second week in August sees the hottest time of the year for Cyprus, it is also time for the Cyprus Combined Services Parachute Club Championships, and this year was no exception with 67 entrants from Cyprus, UK, Germany, Denmark and Oman. All were assembled at the Club Bar in Pergamos to have the riot act read out to them (its a friendly meet) in preparation to do battle in the RW and Accuracy events. This year once again we were fortunate enough to have the Omani team bring their own aircraft, a BN2A-21 Islander with 300 HP engines which, with Eddy Wilkinson the Chief Pilot at the controls, did sterling service. The first day started with RW from 8,000 and after the first two rounds it was a fight between the Royal Engineers led by Ian Blanks and the RAOC led by Gary Hawthorne.

The accuracy event this year took a turn from previous years and by round three the Cyprus A Team were in the lead. John Boardman (Team

Leader) was also in the lead in the individual accuracy, a position he remained in until the end of the meet.

One of the popular events in Cyprus is the water accuracy event, and although there are two medals for it, everyone treats it as a fun jump - where else can you jump into water at nearly 70°F! This year was no exception, "Aussie" decided he only needed the BARE essentials and "Shir" went SAS (Stockings and Suspenders) bust.

Altogether it turned out to be a very friendly meet. On the presentation day we had 4 demo's for the CBF, Sir Desmond Langley, followed by the prize giving and an afternoon and evening of social (hic hic) activities and a dip in the sea. It was nice to see the reps from Halfpenny Green, even if your taxi did drive down the airstrip, and the 5 others who entered as individuals, remember to write next year!

May I say, on behalf of the Cyprus Parachute Club, many thanks to Tom Oxley - Meet Director, Gerry O'Hara - Chief Judge and Mal, Michael and Marie - Manifesters, Chris and Denise Lyall, Gabby, Liza and Vicky - Judges and recorders, Eddy, Fazy and Keith, Omani flight crew.

A.E. ROSE D584

TEAM ACCURACY - 6 ROUNDS

CONCURRENT WITH INDIVIDUAL

1st	CCSPC (A)	32.37 metres
2nd	RE	33.78 metres
3rd	RACC	39.48 metres

INDIVIDUAL ACCURACY

SENIOR

1st	John Boardman	0.18 cm
2nd	Soren Clauson	1.19 metres
3rd	Gary Hawthorne	4.09 metres

INTERMEDIATE

1st	Hamid Saif	11.25 metres
2nd	Chris Ramsay	12.77 metres
3rd	John Roode	13.84 metres

NOVICE

1st	Nigel Wagstaff	44.22 metres
2nd	Brian Cooper	46.64 metres
3rd	Eddy McBain	51.01 metres

LADIES

1st	Penny Kostick	66.64 metres
2nd	Shirley Woodward	78.05 metres
3rd	Caroline Brueford	90.09 metres

WATER

1st	Chris Ramsay
2nd	Shanin Jumia

RELATIVE WORK

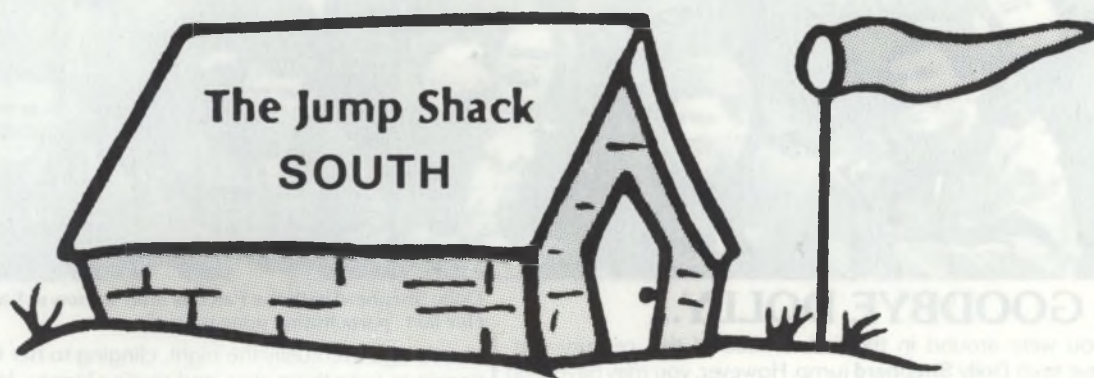
1st	RE	15 points
2nd	RAOC	13 points
3rd	Blue & Green	11 points

(A) The RCT drank the most beer.

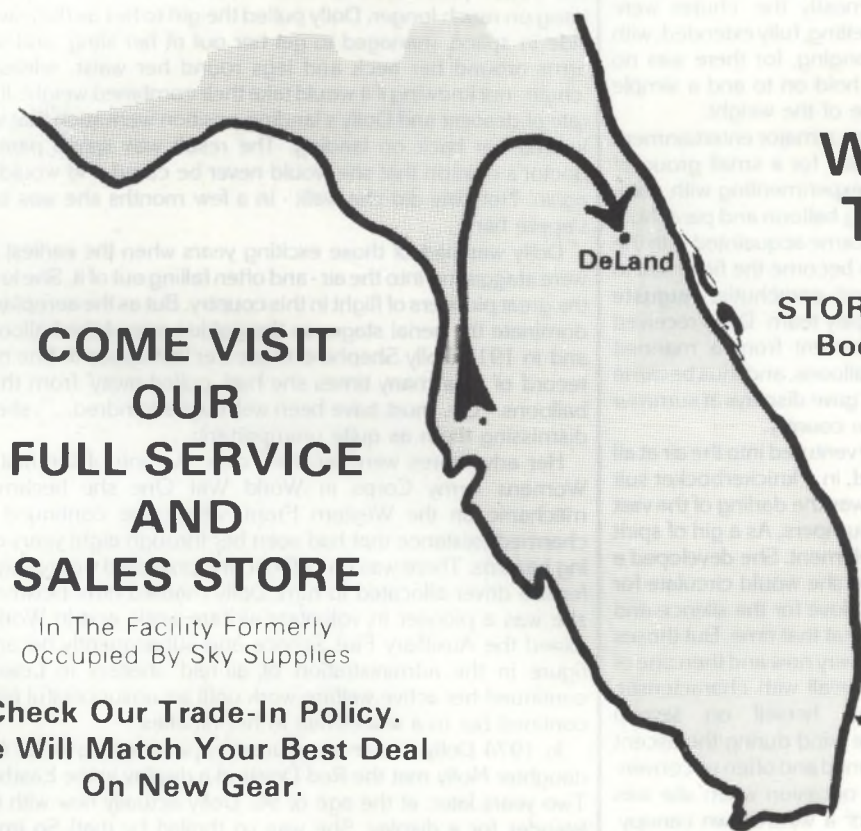
(B) Vicky Boggis got the best suntan.

(C) Lisa Nickless had the biggest —.

(D) Aussie Holdsworth showed the most.



**We've JUMPED Over
To
Where The ACTION Is!**



**COME VISIT
OUR
FULL SERVICE
AND
SALES STORE**

In The Facility Formerly
Occupied By Sky Supplies

**Check Our Trade-In Policy.
We Will Match Your Best Deal
On New Gear.**

**We MOVED
To DeLand**

STORE OPENING SPECIALS!

Boogie Goggles - \$2.50

Hackies - \$5.00

**Come - Pick Up
Your New Gear
Ready To Jump
And Enjoy
"Mr. Douglas"
At
"Skydive DeLand"**

**Land Your Reserve At Our Front Door
And We Will Repack It While You Wait!**

JUMP SHACK SOUTH

1665 Lexington / Suite 106 / DeLand, Florida 32720 / 904-734-JUMP



GOODBYE DOLLY...

Unless you were around in the first decade of this century you wouldn't have seen **Dolly Shepherd** jump. However, you may have read of her in earlier issues of *Sport Parachutist* or in various histories of parachuting, and you may recall that she features in the Guinness Book of Records as having made the first mid-air rescue of another parachutist. Sadly, Dolly died at her home in Eastbourne in September, at the age of 96.

She was 17 when she made her first descent, in the Spring of 1904. No aeroplane had yet flown in Europe. Parachuting was all from balloons, either gas or hot-air - and the hot air didn't come from propane burners, but from a fire-trench before take off. The parachutes were basic round canopies of silk, with hemp lines, there was no pack. **Kathe Paulus** in Germany and some of the American jumpers had begun to 'bundle' their canopies at this time, but mostly the 'chutes were suspended beneath the balloon or from the netting, fully extended, with the jumper hanging on the end - literally hanging, for there was no harness. Instead, there was a trapeze bar to hold on to and a simple webbing sling between the legs to take some of the weight.

For Dolly it all began at the Alexandra Palace, a major entertainment centre of Edwardian days. It was also the base for a small group of aeronautical pioneers who at that time were experimenting with man-lifting kites and early dirigibles, as well as giving balloon and parachute displays. Working there as a waitress Dolly became acquainted with the American **Samuel Franklin Cody** (in 1908 to become the first man to fly in Britain) and the French aeronaut and parachutist **Auguste Guadron**. Invited by the latter to join his 'display team' Dolly received half-an-hour's instruction, made her first descent from a manned balloon at the 'Ally Pally', progressed to solo balloons, and thus became one of a band of Edwardian parachutists who gave displays at summer fairs and entertainment parks throughout the country.

This was at a time when only an intrepid few ventured into the air at all - let alone parachuted from it. Dolly Shepherd, in a knickerbocker suit that was considered most daring at the time, was the darling of the vast crowds who flocked to see these early show-jumpers. As a girl of spirit and with a great zest for life Dolly was in her element. She developed a great rapport with the crowds amongst whom she would circulate for hours before the ascent, and developed too a love for the silence and the spaciousness of the skies known to so few at that time. But those pioneering days were also dangerous ones. "Every now and then one of the team would 'disappear'..." Dolly would recall with characteristic understatement. She almost 'disappeared' herself on several occasions. Almost entirely at the whim of the wind during the ascent and the descent, landings were usually unplanned and often unconventional. She would tell the lovely story of the occasion when she was pinned to a barbed-wire fence by the drag of a wind-blown canopy. Unable to release herself from the sling and with her knickerbocker suit revealingly ripped, she was rescued by a gentleman whose endeavours to free her were hampered by the Edwardian necessity to keep his eyes diverted from the unintentional display of underwear, and who then held up his cloak as a screen behind which she could rearrange her clothing.

The problems of the Edwardian parachutist were not confined to landings. Whilst dangling and swaying beneath the balloon during the ascent the extended lines and canopy could become twisted, which would have the same effect as today's deployment twists - except that Dolly and her colleagues had no reserve 'chute. The modern 'hang up' had its counterpart too. From a solo balloon the parachute was cut free by means of a liberating cord that simply pulled a cotter pin from the release mechanism. On one occasion the pin jammed. Unable to part company with the balloon, Dolly was carried into the distance, the

Dolly Shepherd with the Falcons after a show at Eastbourne in July, 1983. Her last "parachuting appearance".

clouds and eventually the night, clinging to her trapeze bar, biting her fingers to keep them alive, and singing hymns. Her frightening journey lasted over three hours before the balloon lost enough gas to bring her back in total darkness to earth.

It was a similar 'hang up' that brought Dolly into the parachuting records. For special shows two parachutists would ascend under a single balloon, hanging separately under their own 'chutes. In the summer of 1908 the now-experienced Dolly took up a young friend called **Louie May** for her first descent. When Louie pulled her liberating cord at 2,000ft, nothing happened. The pin was jammed. Although Dolly could have 'pulled away' she remained swinging alongside her companion as the balloon climbed higher and higher, into and above the clouds. When it became obvious that Louie would not be able to hang on much longer, Dolly pulled the girl to her as they swung side by side in space, managed to get her out of her sling, and with Louie's arms around her neck and legs round her waist, released her own 'chute - not knowing if it would take their combined weight. It did, but the rate of descent and Dolly's landing position were such that she severely injured her back on landing. The result was spinal paralysis and a doctor's opinion that she would never be cured and would never walk again. Not only did she walk - in a few months she was back on the trapeze bar.

Dolly was part of those exciting years when the earliest aeroplanes were staggering into the air - and often falling out of it. She knew most of the great pioneers of flight in this country. But as the aeroplane began to dominate the aerial stage, so the golden age of the balloon declined, and in 1912 Dolly Shepherd made her last descent. She never kept a record of how many times she had 'pulled away' from those drifting balloons. "Oh, must have been well over a hundred..." she would say, dismissing them as quite unimportant.

Her adventures were far from over. As one of the first to join the Womens Army Corps in World War One she became a driver-mechanic on the Western Front, where she continued to live the charmed existence that had seen her through eight years of parachuting hazards. There was one officer who protested vigorously at having a female driver allocated to him. Dolly married him. Between the Wars she was a pioneer in voluntary welfare work, and in World War Two joined the Auxilliary Fire Service and subsequently became a major figure in the administration of air-raid shelters in Lewisham. She continued her active welfare work until an unsuccessful hip operation confined her to a wheelchair in her nineties.

In 1974 Dolly was re-introduced to parachuting when she and her daughter Molly met the Red Devils at a display in the Eastbourne area. Two years later, at the age of 90, Dolly actually flew with them in the Islander for a display. She was so thrilled by that! So impressed by modern skills and equipment. So envious! In **Jackie Smith** she could see herself, 70 years before.

In July of this year she was brought right up-to-date when she was the guest of the Falcons at an Eastbourne display. It was a fitting tribute to a notable parachuting pioneer that members of the Devils and the Falcons joined the congregation at her funeral two months later - and the subsequent party on which Dolly herself had so characteristically insisted in her last few days!

Fortunately, her story is not lost. Just a matter of days before she died, Dolly had put the finishing touches to the final draft of her autobiography. It is to be published in February - 'WHEN THE CHUTE WENT UP...The Story Of An Edwardian Lady Parachutist.'

It is more than that. It is the story of a very wonderful person.

by Peter Hearn

CLUB PAGES

ANOTHER SEASON ENDS.. AND Z-HILLS CALLS THE FREDS

Another display season is almost over, and the time of the year is fast approaching when a young Fred's fancy turns to thoughts of Zephyrhills. It has been a busy season and the English summer has for once caused little disruption to the planned itinerary.

A noteworthy display late in the season was the Open Day at RAF Alconbury, on September 24th. The Marines were also jumping at this show and a USAF C-130 was provided. The Freds jumped in from 6,000ft. **John Rix** and **Jim Scarratt** performed a CRW innovation which John had learnt during his trip to Canada. They transitioned from a biplane to a bihand and then to a downplane, which is quite the most spectacular CRW manoeuvre I've yet seen, and obviously not for the fainthearted. For good measure they then built another biplane and landed it.

On September 25th, one of **Captain Micky Munn's** dreams came true, ...for a long time he had wanted to run a Competition Day for the Team, and in fact had planned one the previous year, but it fell victim to the weather and pressure of work. However, this particular Sunday had deliberately been kept free, and it dawned a perfect cloudless September day; dare I say that perhaps even a bit more wind might have been useful at some stages during the day. The format was a Senior Individual Accuracy Title, for which Zenith, one of the Team's sponsors had presented a watch; a Senior Team Accuracy competition, (all jumping GQ 200 Units); and a Novice Accuracy (all jumping GQ 6 metre Aeroconicals). **Dicky Bird** shouldered the onerous task of organisation, capably assisted by **George Devine**, **Jimmy Crawford** and **Pete Stubbs**; while **Paul Crook** flew Delta Hotel in ever decreasing circles. It was one of the happiest days ever on the Avenue, as the seventeen Team members battled their way through eight rounds. With **John Rix** and **Julian Spencer** present, competition was obviously keen, but they didn't have it all their own way. John turned in a consistently brilliant series of jumps and finished the day on 0.36 metres, and took the Individual Title with ease. **Bob Harman** and **Julian Spencer** had a very close contest, with Bob finally gaining the upper hand and beating Julian into third place. Only five dead centres were scored all day, three to **John Rix**, one to **Bob Harman** and one to **Lenny Lampard**. The Team Competition was won with ease by Bob's Black Team, whose members put in some really controlled jumps, particularly **Mick Hawken**, **Chris Allen**, **Lenny Lampard** and of course Bob himself.

In the Novice Section, **Keith Hopper** seized victory in the last round from **Chalky Reece**. Lt. Col. **Simon Brewis**, C.O. of Depot PARA, was on hand to congratulate the winners, and then tired but happy everyone returned to drink the Team Commander's beer and deliberate about where they went wrong! So a great day was had by all ...even the Team mascots. **Paul Yeoman** and **Raymond Nixon** were seen to be staggering unsteadily homewards (perhaps it was the sun!). For **John Rix**, it was a fitting end to his time with the Team, that he should win this title. He is now leaving the Army to take up a position with GQ Parachutes of Woking. He will be greatly missed not only for his undoubted talents both as a rigger and as a parachutist, but also for his inane humour on the DZ. The good wishes of everyone at the Red Devils goes with him and Joanne for success and happiness in their new life.

Another familiar face to depart during this period was that of **Roger Dearman**, who has now joined the Depot PT Staff. Their gain is the Team's loss; and Roger and his pet python Boris, will be hard to replace. Many one jump students will long remember Roger as a first rate confidence giver to the feeble female knees!

From the injury list it is marvellous to report that



LENNY LAMPARD IN ACTION taken by Paul Haley of Soldier Magazine.


Ken Yeoman is back behind the wheel of a car again ...a remarkable achievement in the space of five months. **Jim Baillie** has started jumping again and is naturally thrilled to bits about it all. His personal strength and resolution have pulled him through from an accident last November that would have finished most peoples' jumping careers. The Cambridge Military Hospital did a marvellous job! The Freds have been keeping this establishment busy of late with **Eddie Carroll** performing free fall entries into a fountain with four inches of water in it and thus getting an infection in his head (no comments please); **Bob Harman's** back decided to go on strike after being abused at the Accuracy Competition (or that's HIS story!), and currently **Pete Stubbs** is letting the medics play hunt the cartilage in his left leg.

Steve Greenhalgh has had some excellent results in his genuine athletic activities of late, and is shortly off to Fort Bragg to compete in the 82nd Airborne Marathon. **Julian Spencer**, complete with toybox, is currently there with the Golden Knights. He is believed to be showing them how to wear silly noses and they in return are teaching him style and accuracy. **Eddie Carroll** has done his 500th jump ...for someone who only started jumping in January 1982 this surely must be some sort of record.

Jon Turner, **Jim Scarratt**, **Jim Baillie**, **Roy Deakin** and **Terry Guildford** are off to Swansea on the PI course; and **Dicky Bird** and **Micky Munn** go a week later on the Advanced Course. Dicky will then shortly be leaving the Team to go to the Army Ari Corps at Middle Wallop. He has seen the Team through a very difficult period since the tragic injury to **Ken Yeoman**, and we wish him every success with his helicopter course.

And so another season has gone, the nights draw in and all thoughts and talk suddenly turn to Christmas and Zephyrhills. Yes, Harman's Heroes are off again for nearly two months of blue skies. Some of those who went last year can't wait to get back there again ...Bob will have **Jim Scarratt** and **Eddie Carroll** as veterans of the party, plus **Jon Turner**, **Steve Greenhalgh**, **Dave Moore**, **Mark Flint**, **Lenny Lampard** and **Keith Hopper**. Keith, no doubt will come back as a fully fledged Skygod and will be unique in being the first typist in a Frapp hat! We hope they all have a super trip and lots of good jumping weather and perhaps they'll remember to send a post card to those in the frozen wastes of Aldershot in January.

P.S. Lucifer would like to say a big public thank you to all the Freds for her fantastic surprise birthday present and party! XXXXX
LUCIFER



SKIES CALL
three hard-bound
full colour volumes
featuring the best
photography of
international
skydiving ...
it's artistic,
fantastic action,
and fun.

Send cheque
with order to
SKIES CALL
'Vanhalla'
Wickhurst Rd
Sevenoaks Weald
Kent TN14 6LX

£12.50
each volume
plus £1.50 to cover
total book order
postage

CLUB PAGES



A LETTER TO MARTIN HUMPHRY, FORMER MEMBER OF THE TEAM, NOW IN SOUTH AFRICA

Dear Martin,

As our Winter and your Summer approaches, I just thought I'd let you know how the display season has gone.

We started on 2nd May with a jump into **Robin Gallon's** local at Basingstoke for beer and skittles, emplaning at Blackbushe - we fly quite a lot now with a guy called **John Ball** (one of the GOM's of British Skydiving) who runs several 206's and an Islander from Thruxton. 172's are so slow it's often cheaper to use a 206 now. Anyway that one was a 2000ft cloud base hop and pop. **Robin, Peter Wade** and I in O.K. Peter takes hours to come down under his cloud delta. We have (or had, more of that later) an excellent arrangement with a company called Southernair who took over Mercury Flying Club at Shoreham and subsequently Toon Ghose also. They go around to Fetes, Carnivals etc. doing helicopter joyrides in a Jet Ranger and we then jump out of them. Anyway, we had this arrangement for the Petersfield Cricket Club Fete on May 30th but both their Jet Rangers went down and they sent in an Enstrom out of which you cannot jump. So we had to rush in **John Ball** with his trusty 206 positioned at Goodwood. Problems with clouds so no spectacular 5 ways but all in (dragged in **Peter** and **Jim Mitchell** on top of regular team of self, **Robin** and **Tim McCord**) for two drops. Next one was into Sompting Abbots School near Worthing, hours to altitude in a 172.

26th June saw me jump out of a Tiger Mother - sorry Tiger Moth (writing this with a pint of Gales HSB in front of me) piloted by **Charlie Shea-Simonds** (of whom more later) at the annual Tiger Club Garden Party at Middle Wallop. 3rd July saw a five man team, the usuals augmented by **Ian Brown** and **Jim**

Mitchell at King Edward VII Hospital at Midhurst. Got 7 grand from ATC and put two good five ways together. An especially memorable day as we all came back to my house with several jugs of HSB to watch 'China Freefall' on BBC 2 followed by an excellent Tandooi take-away. The following day (a Monday evening) I hopped out of a Super Cub glider tug at Lasham.

The weekend of 23rd/24th July, **Robin, Peter** and I headed West to Swansea for the Twin Otter Boogie. Six lifts in two days, great fun. The weekend of the 30th/31st was busy with four jumps scheduled in the Worthing area. The first was out of a Jet Ranger positioned at Goring Gap for the Worthing Sea Front Festival. Seven minutes to five grand including the streamer run! Landed on the beach opposite Steyne Gardens (remember the Motor Show?) That was at 1700. Next that day was the Stars Organisation for the Spactics jump into Hove Greyhound Stadium at 1945, nearly half an hour to five grand in a ropey old 172, followed by an excellent dinner gratis, love and kisses from Dame Vera et al.

Next day 1530 hours on Shoreham Airfield, four of us out of a Jet Ranger to celebrate the 80th anniversary of Shoreham Flying Club - Southern Air, the inheritors thereof. At 1700 we were due to drop on Worthing beach again but a gust of 45 knots came through and flattened every sailing boat between Bognor and Worthing. As a result the Coast Guard ordered us to stand down! By the time we got to Steyne Gardens to collect the ground crew it was flat calm! C'est la vie!

7th August we had two drops at Netherne Hospital Fete, Coulsdon, Surrey again out of a Jet Ranger - **Ian Parsons** made up the fourth. Six grand above the clouds, jumbo jets to the south taking off from Gatwick, well below us! 13th August on Worthing Sea Front again, doing the M.S. jump for the fifth year in succession. It was as cheap to take a Jet Ranger - so we did. First four-way from a chopper, a totally magic day.

Tomorrow is the first annual air day of the Parachute Regiment Association (Andover Branch) at Andover Airfield organised by **Charlie Shea-Simonds** and we had the usual package set up with Southern Air of joy rides from the Jet Ranger with two drops for us - J.S.P.C., Thruxton and the Freds also providing displays with a mass drop from all the A/C in formation at the end. Monday, **Jean Goodrich**, the Operations Manager at Southern Air dropped the bomb shell that the Jet Rangers had never been insured for parachuting (I have now done ten Jet Ranger demos!) Frantic phone calls up and down the country find several operators who are insured but can't do the job. We are sponsored by GQ Parachutes for the airtime and Pains-Wessex for the smokes but they couldn't help with a chopper. More phone calls to Charlie (working on his superbly rebuilt Tiger Mother in Netheravon Hanger) and **John Ball** mean we have a 206 at our disposal tomorrow - its a large grass area so marginal conditions will be acceptable.

For the future we have an enquiry to jump into QPR/Liverpool 1st Division Football game on 22nd October which will probably end our 6th Season - heigh ho for the 7th! I must say that I still get the same buzz from the challenge of demo jumps although we



Robin Gallon is piloted into Witheadan Stadium by **Peter Ritchie**.



Peter Ritchie on the Cross at Petersfield Cricket Club Fete.

did have a really splendid hop the other day at Thruxton from 14G (should have been 15 but the A/C slowed down and we turned blue) **Robin, Tim, Peter** and self in a full blown homy gorilla.

As Charlie used to say - blue skies and soft landings.

PIERRE, D2552



EMPIRE INK
IS A COMPLETE SILK SCREEN &
HEAT TRANSFER SERVICE FOR
T-SHIRTS AND SWEAT SHIRTS

EMPIRE INK
PRINTS FRONT AND BACK
EMPIRE INK

PRINTS ON AMERICAN, EUROPEAN
OR PROMOTIONAL T-SHIRTS AND
SWEAT SHIRTS

EMPIRE INK

WILL PRINT ANY QUANTITY IN ALL
SIZES INCLUDING CHILDRENS

IF YOU WOULD LIKE TO SEE OUR RANGE
OR HAVE A PARTICULAR IDEA YOU WOULD
LIKE TO DISCUSS WITH US, PLEASE CALL

EMPIRE INK
7 SIDNEY ROAD, WOODFORD HALSE
NR. DAVENTRY, NORTHANTS. NN11 6RP

☎ BYFIELD (0327) 61902



PARACHUTING PROMOTIONS

GREENPEACE

SPONSORED JUMP

*From everyone at Greenpeace and Parachuting Promotions —
a merry Christmas and a prosperous New Year to all at:*

Ashford Parachute Centre
 Black Knights Parachute Centre
 British Parachute Schools
 British Skysports
 Cornwall Parachute Centre
 Dunkeswell Skydiving Centre
 Flying Tigers Skydiving Team
 Halfpenny Green Parachute Centre
 Ipswich Parachute Centre
 Lincoln Parachute Centre
 Montford Bridge Paracentre
 North West Parachute Centre
 Peterborough Parachute Centre
 Staffordshire Sport Skydivers
 Sunderland Parachute Centre
 Swansea Parachute Club
 Thruxton Parachute Club

Plus

Tony Butler	Anne Butcher
John Hitchen	Brian Manley
Peris Jones	Geoff Charley
Tony Hale	Mike Zienovicz
Pete, Berni and Jan	Janice McCormick

*Thank you for helping 4000 to jump at the chance
to help Greenpeace and make our project a success*



GREENPEACE
SPONSORED JUMP

"Thankyou Greenpeace"

Janice McCormick
Mike Zienovics
Geoff Charley
Brian Manley
Anne Butcher

Pete, Bami and Jan
Tony Hale
Pats Jones
John Hitchen
Tony Butler

Thank you for helping 4000 to jump at the chance
to help Greenpeace and make our project a success

PARACHUTING PROMOTIONS LTD
REGISTERED OFFICE
4A WATERLOO TERRACE
NEWHAMPTON ROAD EAST
WOLVERHAMPTON WV1 4BA

**BRITISH PARACHUTE
ASSOCIATION
COUNCIL MEETING
KIMBERLEY HOUSE, LEICESTER
7TH SEPTEMBER 1983**

Present:

J.T. Crocker	Chairman BPA
J.L. Thomas	Vice Chairman BPA
P.W. Ritchie	Chairman Finance Ctee
S.D. Lambe	Chairman Competition Ctee
D. Hennessy	Chairman Development Ctee
J. Watts	Club Representative
B. Dyas	
G. Lilly	
R. Hiatt	
M. Munn	
L. Melville	

Apologies:

K. Yeoman, D. Tylcoat, R. Colpus, G. O'Hara, S. Brearley, Brig. R. Walker APA.

In Attendance:

C.W. Port	Sec. Gen. BPA
J.H. Hitchen	JNC SO BPA

Observers:

M. Guildford, J. Keery, J. Turner, S. Swallow, D. Woods, B.D. Jones, Mrs. J.A. Jones, Miss C. Hinchcliffe.

Item 49/83 Minutes of Previous Meeting

Proposed by J.L. Thomas and seconded by L. Melville that the minutes of the meeting of 28th July 1983 be accepted as a true record.

Carried Unanimously

Item 50/83 Committee Reports**1. Safety and Training**

It was agreed to defer these minutes pending the arrival of the STC Chairman, J.R.H. Sharples.

2. Competitions

The minutes of the meeting of 1st September 1983 were introduced by its Chairman S.D. Lambe.

1. CRW Championships

These had now been completed, there had been a very poor entry total for all events but a meet, despite atrocious weather had been declared by Tuesday 6th September. Thanks were expressed to G. O'Hara, Meet Director and all staff involved at APA Netheravon

2. Canadian Meet

All the main reports will be discussed by the Competitions Committee at its next meeting. In the meanwhile a verbal report was received from J. Keery 4 Way, J.H. Hitchen - Judge.

(1) J. Keery reported briefly that:

(a) All facilities at the DZ had been excellent as had the services.

(b) The standard of the competition had been very high.

(c) Scores were down on previous years, as the judging had been very harsh, and thus the way approach made by teams to the jumping.

(d) J. Keery had attended 8 protests, and in fact only the first 3 teams has not been 'busted'.

(e) The top teams had been very heavily subsidised in one way or another in order that, they had an enormous amount of training prior to competing, this compared to the mere 150 jumps carried out by the British team.

(2) J.H. Hitchen reported that all teams had had 2 judged training jumps, and at the team leaders briefing the judging standards had been clearly laid out.

Judging had been taken to the 'letter'. He felt therefore that in future in UK the judging must be the same as was to be expected at an International Meet. Slow motion had been used and had proved an invaluable aid to judging.

(3) Entry Fees - Late Arrival

The Secretary General had sent off the Entry Fees well in advance for the Meet. The IRWC at the last moment told the Teams that no money had been received and if no money arrived they would be unable to compete. Following a telephone call from S.D. Lambe the Secretary General had spent the Saturday in the office checking out the situation. He contacted the organisers and gave a categorical assurance that the Entry Fee money would be available. On the Monday the money had not, they said, been received. The Secretary General sent a fresh draft for \$8500 to the IRWC organisers and the teams took part in the Meet.

The Secretary General had written to the organisers in the strongest possible terms concerning their lack of faith and the detrimental effect this threat had on

the British Teams.

In the event J.H. Hitchen was given the ORIGINAL DRAFT prior to his return to the UK.

3. Graz - Report

D. Tylcoat stated that the results had not been very good but it had been agreed that these off year competitions were supported in order to give people experience in International Competitions.

D. Tylcoat stated that style judging appears to be changing and he also felt the BPA must have a video at a location where people can train, the video then can be used for post training purposes. He also gave a brief run down on the way in which the Team Accuracy was drawn round by round.

He also requested that the BPA videos be made available for analysis on style.

There had been a problem with those people who should actually compete. At one stage I, Marshall had said he would be unable to attend the meet thus C. Cochrane had been entered in his place. One week prior to the event I, Marshall said that he was able to go, but after discussion with D. Tylcoat agreed to stand down.

The Competitions Committee recommend that after the National Championships individuals and teams must indicate whether they can compete or not and that that decision will be binding upon the individual.

4. Diary of Events 1984

1. A.P.A. Championships - 18/30 August inclusive.
2. World Championships - 22nd August to 2nd Sept. Venue: Vichy - France.

5. Nationals 1983

The Chairman ran briefly through the points following the 1983 Nationals and stated that these would be discussed fully at the next Competitions Committee Meeting.

It was recommended that both sets of BPA telemeters be sent to London for complete refurbishing at £100 each.

It was also recommended that the Peterborough P.C. be allowed to buy the newest set of Telemeters which were purchased for use at the National Championships and that the BPA buy a new set from France. M. Munn had agreed to collect these for the Association in September.

6. National Championships 1984

The National Championships would be from 23rd June to 8th July inclusive with Classics (on year competition) being first. This also allows sufficient time for the team to train and also to be able to book (with 3 weeks notice) cheap flights if required. An advertisement should be placed in the magazine requesting bids to host the 1984 National Championships VIZ:

1. What facilities could the biddee provide

2. Size and type of aircraft

It was also agreed that a request for nomination be made for a British Team Coach for the Classics.

D. Tylcoat agreed to provide budgets etc. for the World Championships 1984. The Secretary General requested that all details for the 1984 World Championships be agreed before the end of the life of the present Council and that these arrangements should be adhered to by the incoming Council.

7. Club Events

The Committee felt that the present system should be abolished and in its place the money available to be used as Grants to Clubs who would be prepared to hold and host Competitions in Style, Accuracy, 4 Way RW and 8 Way RW. These competitions to be up to FAI standards. This would enable competitors of all standards to become accustomed to high class competition and would also allow judges to keep up and or take their ratings, it could also encourage new judges. These competitions would be in addition to the Nationals, Scottish Nationals, Army and Rhine Army annual competitions. An article will be put into the magazine.

It was further agreed that at these meets the BPA van, equipment and the JNC SOs should be available.

It was agreed that an advertisement be placed in the magazine asking for clubs which would be able and willing to host these competitions.

The Committee also recommended that all judges should meet once or twice per year for full discussion as a Judges Seminar/Committee or forum.

8. Video

It was agreed that J. Laing be asked to investigate the best available video system and the Committee would report back to Council before Xmas on types and costs.

Minutes were ratified

3. Finance**(1) Office Accommodation**

Due to the new scheme for Grant Aid coupled with the Development plan the negotiations for leasing extra office space had been cancelled. The Sports Council will not, at this time, make a capital grant available for the purchase of freehold office property but would continue to allow the same amount for rates/rent etc. to be used in a mortgage situation. In response to a request by the Secretary General it was agreed that the matter of office accommodation be treated as a matter of some urgency.

After discussion the Finance Committee recommended that the Association should purchase its own freehold property at the first available opportunity, both as a necessity for room and as a long term investment. It was further requested that the Chairman BPA and the Treasurer, in principal, be given the opportunity to begin negotiations but that final approval would be the responsibility of the full Council.

The price not to exceed £60,000 with a mortgage of £45,000 over a 10 year period.

(2) BPA Sales Franchise

The subject was discussed at some length and it was agreed that the scheme be recommended to go ahead for a trial period of six months, with the Secretary General monitoring the situation month by month and working in close liaison with Kaleidascope. The company would undertake to pay 20% of sales to the Association monthly in arrears.

(3) Staff Annual Salary Review

The Finance Committee had received the recommendation of the Secretary General for the staff annual salary review on behalf of Miss S. Bates, Miss T. Kemp, Miss D. Walker, Mrs J. Mantykiewicz and the JNC SOs.

The treasurer had prepared a paper for all Council and the recommendations to Council were as follows.

Miss S. Bates - £4,712, Miss T. Kemp - £3,921, Miss D. Walker - £2,856 after 3 months of satisfactory re-assimilation after sickness, backdated to September.

Mrs J. Mantykiewicz - £2.40 per hour, J.H. Hitchen - £8,591, A.K. Butler - £8,591, C.W. Port - £10,911.

It was further recommended that a BUPA Scheme be put into operation for the staff of the Association. This would be as much for the benefit of the Association as the staff. The cost to be £476 per annum plus whatever the cost for Miss D. Walker who was now back at work after a long illness. The Secretary General had also arranged a deal with BUPA for anyone quoting BPA Membership Number to obtain a 10% discount on the cost of BUPA Cover.

(4) Magazine Folders

It was agreed that this would now be taken over by Kaleidascope.

(5) A.O.B.

It was recommended that 1 set of telemeters be sent to London for refurbishing at a cost around £100 the pair, if satisfactory then the other pair could be sent.

R. Hiatt wished it included that they should not be sent again unless approved by Council.

Video of Canadian Meet

It was agreed to purchase a copy of the Canadian Meet Video at a cost of \$200 with the assurance that it was compatible with equipment available in UK, this to be certified by letter.

N.C.S.O.

East Coast Parachute Club

Despite repeated assurances there had been no repayment, either monthly or in total, of the loan made to the above club to purchase a set of telemeters.

The Secretary General was instructed to either reclaim the telemeters or the sum outstanding by return of post.

Slide Projector

It was recommended that the JNC SO be permitted to purchase a slide projector for the Association for use on the course. Until the present he had been using his own which was now unserviceable.

Teaching Course

It was agreed to recommend that J.H. Hitchen be permitted to attend an Instructional Technique Course at minimal cost during the period 20th - 25th November.

GASCO Annual Subscription

It was recommended that the annual subscription to the General Aviation and Safety Council be increased to £125.

FAI Badges, 1000 Jump Badges

These items were at present out to tender. The Secretary General would report back in due course.

1,000 Jump Award Certificates

It was agreed that there should be a more professional

certificate printed. **A.K. Butler** would liaise with **Sarah Brearley** on Art Work etc. and this would then be sent out for a tender for printing. The Secretary General would report back in due course.

Leeds Bradford P.C. Loan Application

An application had been received from Leeds Bradford Club for a loan to update all equipment. The amount was for £5,000 plus. The club had run into several problems but these had now been cleared up by the new Committee of which **Mr. B. Jones** was Chairman and **Mr. S. Swallow**, Treasurer.

It was agreed to recommend to Council that a loan of £5,000 be made available to the club to purchase the new equipment.

Security to be personal guarantee of **Mr. B. Jones** plus a second mortgage to the amount on his private residence.

The loan to be 5% front loaded. Repayment situation, not less than 2,100 (inc. interest) at the end of 12 months. The remaining payment to be discussed at that time.

The Committee appreciated that this broke the guidelines laid down but felt that, as ever, a good club case deserved help.

The Association would buy in the equipment on half of the club and resell out under the terms of the loan.

Minutes were ratified

Item 51/83 Development

D. Hennessy gave a brief outline of the state of the Development Plan to date and the new scheme by which Sports Council would be funding the Association. He said his purpose in attending was to glean some ideas, in general, for the plan and also to ask the Committee to put some ideas together for later incorporation.

General discussion took place and it was agreed that the Committee would look at their plans and ideas in depth and liaise with **D. Hennessy**.

D. Hennessy explained to Council that the whole Development situation was a more complicated task than originally envisaged. He had to date produced a paper for Councils comment outlining background, reasons and defining the overall development parameters. But hastened to add that these were by no means fixed and he asked for input from council on the paper itself in order that matters could be kept moving and up to date.

It was stressed that input was essential at an early stage and agreement reached because once the whole thing had been finalised it would be monstrously unfair to expect the Development Committee Chairman to change everything again. It would be assumed that if there was not input then the Council Members agreed to the ideas to date. **D. Hennessy** had written an article for the magazine and sent out a proforma TO ALL MEMBERS asking for their views which could then be studied and incorporated if feasible in to the overall plan. Further papers will be made available as soon as possible. He was given a vote of thanks for the work carried out to date.

Item 52/53 Club Representative Report

J. Watts said that she had written to the clubs which did not process their students as BPA P6 Members. To date one reply had been received. It was agreed that Mrs Watts would write again asking for reasons etc.

It was noted that South Cotswold has now agreed to process students via the BPA but Peterborough had given notice that it was withdrawing from P6 Membership.

Discussion on the above was long, and very involved. Many and varied ideas and suggestions were put forward. It was finally agreed by Council that **P.W. Ritchie** would prepare an article for the magazine on the subject while Council were tasked with formulating ideas to overcome the present, most unsatisfactory situation.

It was left to the Secretary General to write to the Editor of the magazine to say that the article should be printed with as much prominence as possible and that it was to be unedited either by cutting down or being interspersed with editorial comment.

Item 53/83 A.O.B.

1. BBC TV Programme

As a result of negotiations earlier this year with the BBC Education Section, between the Secretary General and **Vicki Moore**, **Anika Rice** (Treasure Hunt) has completed a one jump parachute course and completed her first descent. This is scheduled for screening on BBC2 in around February 1984. As soon as details of programme timings are available I will let everyone know. It is of 30 minutes duration.

A one page leaflet will be available from the BBC at the end of the series of 8 programmes, which should bring in an upsurge of enquiries.

He had also been told that the first programme of the series will be of Symbiosis photographed by **Dave Waterman** at La Ferte-Gaucher, and this will be used as the lead in to the final of the series No.8 when **Anika Rice** is

filmed on the course and on her first descent.

It was agreed in future that there ought to be a team manager for the British Squads and that in future any filming that was carried out whilst a team was on Aided Team Training should be cleared by Council and that some form of funds should accrue to the Association from this filming.

2. Personal Accident Insurance

The Secretary General had prepared a paper outlining his fears for members on this subject and suggesting various ways in which insurance cover could be given to members. It was agreed to wait for a decision until quotations had been obtained.

3. Royal Aero Club Report

P.W. Ritchie would be attending the next R.Ae.C. Meeting as **J.T. Crocker** would be unable to attend.

The following was agreed:

- To back Parascenders in their application to have their own Commission at FAI.
- That AOPA be allowed to rejoin the Royal Aero Club, without paying outstanding subscriptions but in a downgraded position, i.e. no vote.
- It was grudgingly agreed to accept the payment for a R.Ae.C. member to attend the FAI Meeting in Los Angeles.

But the Association would stress its disquiet that a free ticket was being utilised by a R.Ae.C. Member who was not the official delegate.

4. Letter from G.C.P. Shea-Simonds

The letter had been distributed to all Council Members as requested.

There was considerable and detailed discussion on the content of the letter. It was also brought to Councils attention by the Chairman, that he had received complaints concerning the way in which editorial comments was interposed in and after letters and articles.

He again stressed that he had no wish to curtail the Editors rights to comment but felt that any comment should be confined to the Editorial Comment page at the beginning of the magazine.

It was proposed by **S.D. Lambe** and seconded by **J.T. Thomas** that Editorial Comments should be confined to the Editorial Page and none made in the remainder of the magazine. Also that if letters which might cause contention were to be printed, all parties should be given the opportunity, before publication to reply and that both letters, for an against, should be printed together in order that both viewpoints etc. could be seen by the reader at the same time.

For 10, Against 1

The Secretary General was tasked with speaking to the Editor on this matter.

5. Letter from Editor

The Secretary General was tasked with contacting **Fisherprint** in order to obtain a full picture. The letter and contents would then be discussed in the light of all available information.

6. A.G.M.

The Secretary General asked for names as BPA Guests at

the Dinner Dance and AGM.

Mr. K. Yeoman
Mr. John Scott
Mr. Frank Cattle
General Gray
Mr. B. Edwards

Council Member
S.C. BPA Liaison Officer
C.A.A.
President APA
SATCO London

Committee Reports Continued

S.T.C.

In the absence of the Chairman, **J.R.H. Sharples** and the JNCSO (holiday) it was agreed to deal with major items and leave the remainder until the next Meeting.

1. J. Louttit

There was much discussion on this matter which had been under detailed discussion for considerable time. It was the measured decision of this Council that **Mr. Louttit** be contacted as a matter of urgency to ascertain whether his club was operating with an advanced instructor as CCI, a written record of this conversation was to be kept. If he had no Advanced Instructor as CCI the Secretary General was tasked with informing **Mr. Louttit** that his club affiliation was suspended with immediate effect and that his personal membership of the Association was also suspended with immediate effect.

A copy of this letter was to be sent to the CAA, and the Secretary General was tasked with explaining the reasons for the decision reached by Council, to the CAA.

The Secretary General was further tasked with ensuring that the editor of the magazine remove the details of **Mr. Louttit's** operation from the magazine.

This decision was taken with the utmost reluctance, but Council felt it was left with no alternative.

Unanimously Agreed

2. Thrupton

A detailed report had been compiled by the JNCSOs who had interviewed everyone concerned. The conclusion was that the club had been operating within BPA rules and regulations. However STC had made recommendations in light of the incident, and a sub committee under the Chairmanship of **W.J. Meacock** was set up to fully investigate all suggestions and to arrive at concrete recommendations.

3. London Parachuting

D. Hennessy expressed disquiet that the matter of London Parachuting and the complaint lodged by **Miss Marks** had been the subject of such little, apparent, investigation. In addition he wanted to know why no recommendations had been forthcoming from STC, as required by Council, as to what safety requirements for affiliation there should be.

The Secretary General was tasked with contacting **J.R.H. Sharples** to ask what regulations had been discussed in connection with London Parachuting, and further to ask that STC provide the recommendation requested for the next Council Meeting.

He was further tasked with writing to the proprietors of London Parachuting.

Date of the next meeting will be following the AGM scheduled for 1830 hours, 27th October. Venue Kimberley House, Vaughan Way, Leicester.

PROJECT ENGINEERS

Irvin Great Britain have vacancies for Project Engineers at various levels. Applicants should be qualified engineers preferably in, mechanical or aeronautical disciplines to degree level/HNC or equivalent.

There are opportunities to work on a large variety of projects in the Research and Development Department at Letchworth, Herts. A particular vacancy exists for a person with an appropriate background, to work on Military and Emergency Parachute Systems and on Aircrew Safety Equipment. Please send full c.v. to Mrs Maggie Bullen, Irvin Great Britain Ltd, Icknield Way, LETCHWORTH, Hertfordshire SG6 1EU.

HEADCORN PARACHUTE CENTRE OPEN 7 DAYS A WEEK



NEAREST
**FULLTIME
CENTRE TO
LONDON**

ONLY APPROVED
CENTRE IN S.E.

R.W. Instruction

All student kit with A.O.D.
Food & Accommodation

MAIN LINE STATION 15min WALK
Headcorn 890862

**10,000⁺
£6:00**
CLEAR & PULL
£2:60
**+ TEAM
RATES**

OWN AIRCRAFT
B.N. ISLANDER
CHEROKEE 6



Jump suits

Direct from Europe's
Largest Manufacturer

SIX SIZES... AND A MULTITUDE
OF STYLES AND COLOUR COMBINATIONS

WRITE OR PHONE TODAY...
FOR BROCHURE

GW JUMPSUITS

21, STONYACRES, YETMINSTER
NR. SHERBORNE, DORSET DT9 6LT
Telephone: Yetminster 872484

A Tradition of Quality

The obvious
solution



new lower price

FOR CRW SAFETY

This is the **ONLY** knife to be purpose made for
Canopy entanglement.

This is the **ONLY** knife to be purpose made for
parachutists, with safety in mind.

- One hand operation — the shape and colour prevents mistakes.
- The durable blades are so sharp that no hand-hold of the lines is needed — spare blades are carried in the handle.
- Small opening prevents damage to fingers and equipment.

PAP PARACHUTING SUPPLIES

PO Box 54, Ramsgate, Kent

£5.00 each + 50p p&p

EAST LONDON RIGGING

KIT SALES & REPAIRS

24 Dunlace Road,
London E5 0NE.

01-986 1963



ALAC



PARACHUTIST INSURANCE COVER

FULL COMPREHENSIVE COVER FROM £38.00 PER ANNUM
£7,000 PERSONAL HOUSEHOLD CONTENTS INCL HI-FI
VIDEOS TV HOME COMPUTERS
£1,000,000 PERSONAL LIABILITY

£12,500 SPORT PARACHUTE EQUIPMENT. ALL RISKS COVER!
INCLUDED: FULL REPLACEMENT NEW FOR OLD PLUS
ACCIDENTAL DAMAGE OR LOSS UK & WORLDWIDE
COVER

FREE - LIFE INSURANCE QUOTES - BPA PARACHUTISTS
STANDARD RATES

ALAC Insurance, 26 Queen Victoria St Reading RG1 1TG

Full Name D O B

..... Occupation

Post Code Phone Day/Eve

JUDGES RULES O.K.

I would like to thank **Jim Keery** for his excellent article on the Canada Cup and the complimentary remarks therein. However he makes some comments that need some further clarification.

1) Performance must be clearly shown -

The rules specifically state that it is the competitors' responsibility to clearly demonstrate the required performance. The competitors know that the video is two dimensional and must therefore design their dive to take this into account. There is no provision in the rules for the judges to assume anything and they must judge what they see on the screen.

2) Separation -

The definition of separation requires no physical contact between jumpers, whereas Jim implies that it requires only grips be let go. If jumpers appear to be in physical contact as seen on the video screen (which is all the judges see), they do not clearly demonstrate separation.

3) Benefit of doubt -

Unlike style and accuracy, the rules for sequential relative work provide for no benefit of the doubt. On the contrary, the rules specifically call for clear demonstration of the performance and hence if it is doubtful, it must be 'busted' by the judges.

4) Judging angle

The rules make reference only to the viewing angle on exit. In all cases the angle on exit was within the required limits - measured in the case of a Twin Otter by observing the relative positions of the wheel and wing trailing edge on the video screen. The rules make no mention of viewing angle once exit has occurred.

I make these points because it must be clearly understood that this is the way the rules are written at present. While it is true that the judging was very strict, it is also true that the standard and consistency of the judging was high; consistency in judging is crucial and it is to the judges' credit that they judged the same way from beginning to end. The credit (or blame) for the strictness is mine, since I briefed and

instructed the judges before the meet started as to how I wanted things done.

I am well aware of the shortcomings in the rules and wrote a lengthy report to the CIP RW Sub-Committee on our experiences at the Canada Cup. It is difficult to know what to do, if the event stays as is. One thing for sure; stop action and air to air are definitely not the answer, as they create more problems than they solve.

In conclusion, as one of the organisers of Canada's first International Parachute Competition, I was happy that you all came and participated, even if I had to suffer the water tank afterwards.

B. BENNETT
Chief Judge, Canada Cup



FULL TIME PILOT WANTED

A full time pilot
will probably be needed at the
Peterborough Parachute
Centre in the New year.
Good wages and conditions
(under the circumstances).

Tel: 08324 490

THE 10th ANNUAL CHRISTMAS BOOGIE

December 17th - January 6th

10-Way Scrambles organized by **Joannie Murphy**

EVERYBODY WINS!

TWO DC3's

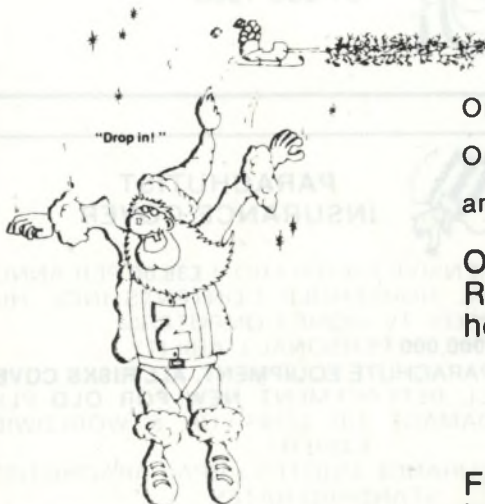
Large loads ★ RW Instructions ★ Seminars

Once again **JERRY BIRD**, the most experienced and capable Relative Work Organizer and Instructor in the world will be here to lend his expertise to anyone who wants to learn.

Once again **JERRY BIRD**, the most experienced and capable Relative Work Organizer and Instructor in the world will be here to lend his expertise to anyone who wants to learn.

Registration to include: Christmas Dinner
New Year's Eve Party
Beer and Rock'n roll

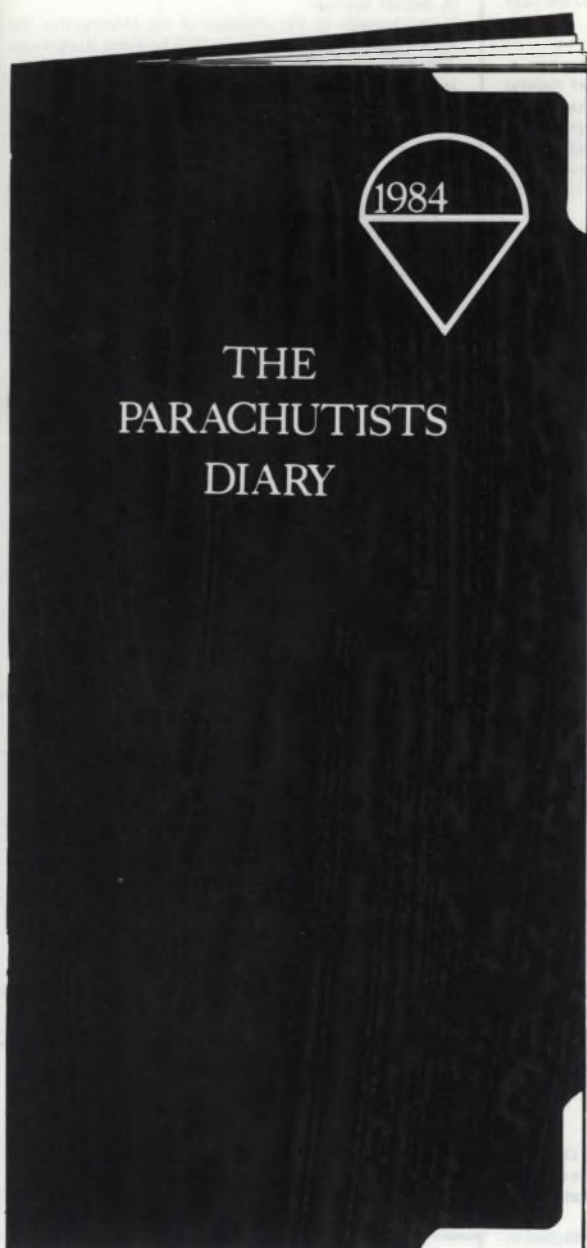
Free camping. Bunkrooms. Motels nearby - call ahead and leave your reservations to us. AFF instruction available. Food on DZ. Hot showers. Pool. National Parachute Supply on DZ.



For further information, write or call:

Zephyrhills Parachute Center Inc.
P.O. BOX 1101
Zephyrhills, Fl. 34248

THE PARACHUTISTS DIARY



TO SPORTS DIARIES
LITTLE DENE, HEATH CLOSE,
BEACON HILL, HINDHEAD,
SURREY GU26 6RU

Please send me.....copy/copies
of **The Parachutists Diary/Diaries**
at £3.99 plus 25p P&P each
Please note that P & P costs extra
outside the UK!

I enclose Cheque/Postal Order
payable to Sports Diaries
for £.....

Mr/Ms.....
Address.....

PLEASE PRINT IN BLOCK CAPITALS

- A slim elegant Sports Diary, pocket size with pages edged in gold leaf.
- 3.4 and 8 way and CRW Sequential Formations.
- List of Riggers & Instructors
- Two weeks to view
- Parachuting and General Information
- Comprehensive list of addresses of parachuting centres in Britain and World wide
- Detailed road map of British Isles
- Concise History of Sport Parachuting
- Monthly jump log
- List of parachuting aircraft
- New Category System
- F.A.I. Licence Requirements
- And much, much more.....

AVAILABLE OCTOBER 31st
BY POST OR DIRECT
FROM YOUR CLUB

**BRITISH PARACHUTE
ASSOCIATION
SAFETY & TRAINING
COMMITTEE MEETING
20th OCTOBER, 1983
THE POST HOUSE, LEICESTER
19:00 HOURS**

Present:

J. Sharples	Chairman	STC
J. Horne		Netheravon
J. Meacock		P.P.C.
B. Souter		R.A.F.S.P.A.
D.T. Hickling		B.P.S.
D. Parker		Headcorn
M. Beynon		South Cotswold
L. Melville		R.A.P.T.
K. Noble		Border Para Centre
A. Collingwood		Ashford
R. Ellis		L.I.F.F.T.
M. Winwood		Co-opted
P. Cavanagh		B.K.P.C.
G. Lawry		R.N. & R.M.S.P.A.
G. Douglas		R.G.J./D.I.S.C.
G. Evans		T.P.A. & S.S.S.C.
P. Walters		1/2p Green
J.L. Thomas		Rigger
J. Lines		M.P.C.
T. Knight		Ipswich
M. Mortlock		L.S.C.
P. Mercer		L.P.C.

In Attendance:

J.H. Hitchen J.N.C.S.O.

Apologies for Absence:

M. Wilshaw, Mike Bolton, Barry Bias.

Observers:

A.J. Williamson, L.K. Heaton, I.A. Louttit, N. Hamilton, C.L. Goss, D. Cox, Ross White, Mac McLaughlin, Lynne Waite, Mike McCarthy, Pete Bath, J. Curtis, Bob Parry, Bob Card, Elaine Clifton, Dave Johnson, John Read.

The Chairman asked for items to be discussed for the Instructors Convention at the A.G.M., and for Nominations for the 'Mike Forge' Trophy by Mid-December.

Item 1 - Minutes and Matters Arising from STC 30th August, 1983**Ian Louttit**

The Chairman brought the meeting up to date on the Dunkeswell situation. After the dis-affiliation from the BPA, The Civil Aviation Authority had withdrawn their exemption to parachute. A meeting had taken place between the Chairman J. Sharples, J. Hitchen, G. Douglas and I. Louttit at which G. Douglas agreed to be the CCI for the next six weeks. I. Louttit gave an undertaking that his Centre (DISC) would operate totally within the Rules and Regulations of the BPA. Subsequently, the Civil Aviation Authority has renewed the exemption to parachute for the six week period that G. Douglas is CCI. It was proposed by D. Hickling, seconded by L. Melville that the minutes of the meeting of 30th August, 1983 be accepted as a true record.

Carried Unanimously

Item 2 - Riggers Meeting

The Chairman of the Riggers Committee, John Curtis informed STC as to what had taken place briefly at their Meeting. There were no matters to be discussed, but mentioned that he had received letters requesting the minutes from the Riggers Meetings. As there would be some cost to the Association to send these minutes to all Approved Riggers, it was decided to put this matter before Council. Any input for the New Rigging Manual would be welcomed.

Item 3 - Special Sub-Committee Meeting 5th October 1983

John Meacock presented to the Meeting the Proposals from the Special Sub-Committee. There were eight proposals. He informed STC that the decisions of the Sub-Committee were in line with the Recommendations made by the JNCISO's. The proposals of the Sub-Committee are listed below. Lengthy discussion took place on each proposal in turn (see attached paper).

- It was unanimous that this proposal be mandatory.
- It was unanimous that this proposal be mandatory.
- It was unanimous that this proposal be mandatory.
- There was some disagreement, it was proposed by B. Souter and M. Winwood that this proposal be mandatory. A vote was taken.
For 17, Against 3, Carried.
- It was unanimous that this proposal be mandatory.
- It was unanimous that this proposal be mandatory.

N.B. When the Ramp and/or Wheel Trainer is in use, 7. It was unanimous that this proposal be mandatory.

It was proposed by J. Chandler, seconded by G. Douglas that the above be included in the Rules and Regulations of the BPA by 1st April 1984.

All Clubs

Carried Unanimously

The Chairman then thanked J. Meacock and the Sub-Committee for their efforts.

Item 4 - Incident Report Resume

An incident was reported concerning a jumper making contact with powerlines on a demonstration jump. The Chairman reminded teams of their responsibility to inform the insurers and the BPA Office as soon as possible when an incident occurs. In this particular case, a substantial claim may be made and some time had lapsed before the above was notified.

All Clubs & Teams

Item 5 - Exemptions**1. Stuart Gedge, Flying Bugles**

Requires PI Rating extending until February as Military Commitments had taken him out of the country until after the November Course. Proposed by R. Ellis, seconded by T. Knight.

For 19, 1 Abstention. Carried

JNCISO

2. M. McLaughlin

To attend the Advance Course, short on the number of jumps and if successful, the rating to apply from when he has completed the required number of jumps. Proposed by G. Douglas, seconded by M. Mortlock.

For 12, Against 2, Abstentions 6. Carried

JNCISO

3. Cpl. MacWilliams

Hong Kong Instructor Rating to be given approved rating on the recommendations of T. Andrewes and M. McQueen. It was proposed that this be granted by G. Douglas, seconded by J. Chandler.

For 16, Against 0, Abstentions 4. Carried

JNCISO

4. Mick Berry

Exemption to attend both PI and Exam Course in November. Mick has held a rating previously which he allowed to lapse in 1978. Proposed by L. Melville, seconded by J. Horne. Carried Unanimously

JNCISO

Item 6 - Student Drop Zone**1. Hawkinge**

G. Douglas has reced a DZ for Arthur Collingwood. An exemption was requested because there are powerlines 900 metres from target. Proposed M. Mortlock, seconded R. Ellis.

For 14, Against 5. Carried

JNCISO

2. Sellenge

Sellenge was also reced by G. Douglas. The DZ has a wooded area and pond some 700 yards from the target. It was proposed by G. Lawry, seconded by M. Mortlock.

For 5, Against 5, Abstentions 8.

It was decided because of the division that J. Hitchen as JNCISO would make a further recce of the DZ the following day. If the DZ met with his approval, permission may be granted to drop students.

JNCISO

Item 7 - A.O.B.**Drop Zones**

1. Two DZs were proposed, they were both reced by G. Douglas, on behalf of G. Lawry. Because of the proximity of Power Lines it was thought that they should also be visited by J. Hitchen.

JNCISO

2. Ian Louttit

Request from I. Louttit for his approved rating to be return to him as this had lapsed in March, in order that he can attend the November Course for upgrading to Advanced Instructor. It was proposed by J. Meacock, seconded by A. Collingwood.

For 14, Against 0, Abstentions 6. Carried

JNCISO

3. M. Mortlock

M. Mortlock presented a paper and a proposal to the Meeting that on completion of Cat. 8 and 5 Tandem Jumps, the student may be recommended for a Ram-Air Canopy by the CCI. It was thought that this proposal needed to be studied and is to be put on the Agenda for the next Meeting as a main item.

4. Helmets

Pat Walters presented a 'JOFA' Helmet to the Meeting to be considered for use by Cat. 10 jumpers. This was recommended for use and will be added to the list of recommended helmets.

All Clubs

5. Kicker Springs

It was brought to the attention of the Meeting that the Kicker Springs supplied by the BPA had very sharp loose ends that could, if not shielded in some way, penetrate the material.

All Clubs

Date of the next meeting is 24th November, 1983. Venue The Post House, Leicester at 7.00 p.m.

At a meeting at Sibson Airfield on 5th October, 1983 the following points were agreed upon and are offered to the Safety and Training Committee of the BPA to be included in the rules and regulations of the BPA.

- BPA Declaration of Fitness forms should be so worded that a greater emphasis is put upon the importance of physical fitness and of not being overweight.
 - No person above the age of fifty (50) will be accepted for parachute training. Exceptions to this rule can be allowed if:
 - The person has previous parachuting experience and/or
 - is of a higher standard of fitness for their age and can convince the instructor of that fitness.
 - Novice parachutists above 12½ stones in weight (175lb) must use a canopy larger than 28ft. in diameter or a canopy constructed of low-porosity material. Furthermore, particular regard should be paid to ladies who are above forty years of age, both to their training and the type of canopy they use.
 - There should be per not less than one Instructor or Potential Instructor per twelve students available during landing training.
 - The landing training will be divided into at least 3 sessions.
 - All BPA clubs engaged in student training must be equipped with ramp or wheel trainers and clubs must ensure that this equipment is used during the training.
- N.B. When the ramp and wheel trainers are in use consideration must be given to the provision of protective headgear.
- The facilities for the training of novice parachutists in use by Clubs will be inspected each year by the (A) BPA National Coach.

In addition to the above it was felt that greater emphasis should be put during the training on the correct landing position (The Parachute Position). That the use of 'Loud Hailers' during student landings be considered, that correct harness adjustment is important to prevent the student being suspended with the feet too far forward, and that a British Parachute Manufacturer be consulted with a view to obtaining advice on 'Life' of canopies and porosity.

FRAPP HATS

Made in Britain from best quality hide. Sorbothane, impact-resistant rubber padding. Choice of colours. Approved by the S.T.C.

£30.00

(incl. VAT)

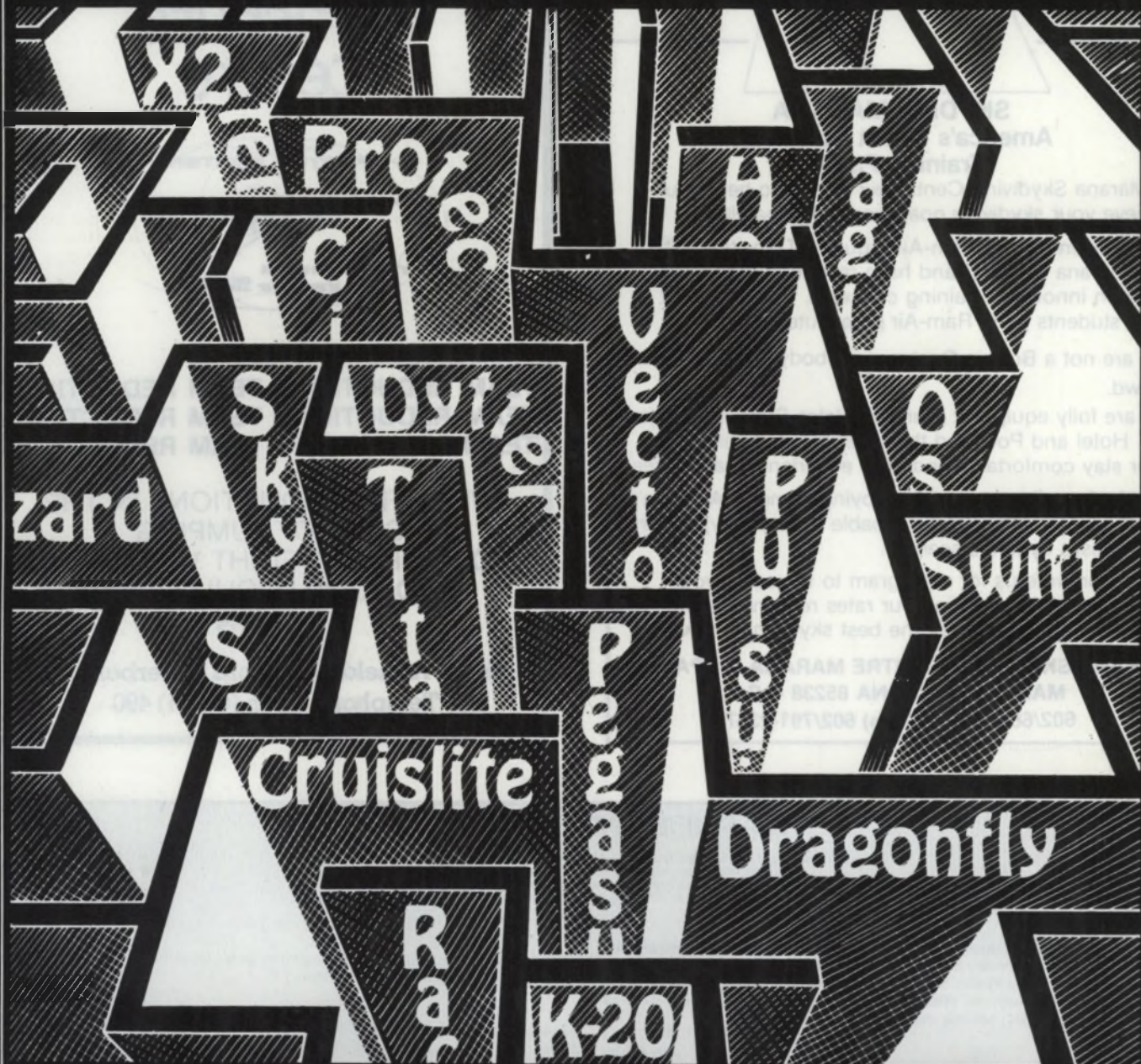
Add £1.50 P + P for mail order.

Orders & enquiries
to Cheryl Riley

At:
TRIBARK LTD.
20, High Street,
Marshfield, Chippenham,
Wilts.

Tel: 022 124 833

Para-Gear is your way out!



It's very confusing with so much equipment on the market and no one realizes this more than Para-Gear, because we stock it all!

Let Para-Gear help —

Qualified: With over 20 years experience and experts to help you choose the right equipment!

Easy: Place your order using our Toll Free Number and charge it and your equipment is on the way!

para-gear equipment co.

Division of BACHMAN ENTERPRISES, INC.

3839 W. OAKTON STREET • SKOKIE, ILLINOIS 60076 USA • (312) 679-5905 • TELEX: 724438

Order Desk Toll Free Number: (800)323-0437 (Outside Illinois Only)



Dealer Inquiries Invited



Member Parachute Equipment Industry Assn



SKYDIVE MARANA
America's Finest Parachute
Training Facility

At Marana Skydiving Centre our goal is to help you achieve your skydiving goals easily and painlessly.

We pioneered early Ram-Air (square) Transition with the "Marana Method" and have remained the world leader in innovative training concepts. Even our first jump students jump Ram-Air parachutes!

We are not a Boogie Centre, so nobody gets lost in a crowd.

We are fully equipped: Our Loft, Sales Store, Restaurant, Bar, Hotel and Pool and their friendly staff will make your stay comfortable and your experience hassle free.

We skydive all year round, enjoying some of America's finest jump weather (350 jumpable days yearly) and the southwest's dynamic scenery.

So call or write us for a program to fit you or your team needs. You will find our rates reasonable; our staff helpful and some of the best skydiving anywhere.

MARANA SKYDIVING CENTRE MARANA AIRPARK
MARANA, ARIZONA 85238 U.S.A.
602/682- 4441(24 hrs) 602/791-2357

Peterborough Parachute Centre



TEAM REDUCTIONS TEAM REDUCTIONS
TEAM REDUCTIONS TEAM REDUCTIONS
TEAM REDUCTIONS TEAM REDUCTIONS

WE OFFER REDUCTIONS IN THE
COST OF JUMPING
TO FOUR AND EIGHT WAY TEAMS
WHO JUMP REGULARLY AT
SIBSON

Sibson Airfield Wansford Peterborough
Telephone Elton (08324) 490

CLASSIFIED ADVERTISEMENTS

*BPA does not guarantee equipment bought and sold through the medium of this journal.
 Purchasers are advised to use the service of approved riggers.
 Classified Advertisements can only be accepted if accompanied by a cheque or P/O
 made out to the British Parachute Association for £1.50*

Complete system for sale. Wonder Hog II, colour black with throwaway on leg strap main. Standard Strato-Cloud, custom colours of solid gold with black centre cell and black stabilizers. Short-lined by a Master Rigger, riser bars for CRW, zoo toggles, new brake lines, only 250 jumps with no mals. Reserve FIII, 26ft defender, white. Date of manufacture January 1981, hot dog extractor never used - £500 o.n.o.

contact: Dave, Aylesbury (0296) 22272
 after 6 p.m.

G.Q. Unit with 26ft LoPo in T.S.E. Jetstream, ready to jump. Only 30 jumps on the rig. Used on the cross-channel Para-Glide - £500 complete.

contact: Bob Walters Tel: 0981-251142

Security Unit, 80 jumps in security system with GQ reserve. New Altimaster II immaculate - £600.

contact: Chris Riley, Windsor 59338 (Mon-Fri)
 Cheddar 742418 (Weekends)

Pegasus Featherlight Racer - £750 o.n.o.

contact: Cheryl Riley, 0221-24-833 (home)
 Salisbury 6242 X 3414 (work)

GST (black/gold), Sierra White Rainbow lightweight round, Sierra Reserve, Altimeter II, paralet, Uragello suit, jump bag. Any offers considered.

contact: M. Buxton 01-928 6969 (day)

WANTED FOR CASH
IRVIN SKYRANGERS OR
SKYDRIVERS IN
GOOD CONDITION
John Meacock 08324 490

Irvin Skydiver LoPo netted TU in single pin pace. London/North West England or Edinburgh by arrangement - £170 o.n.o.

contact: phone 01-933 3610

Standard Cloud and Strato Star both complete rigs and good condition. Also Ceblie Helmet with Paralert, Altimeter II, medium jumpsuit blue with red stripes plus brand new jump gloves - £350 the lot.

contact: phone Weymouth 74050

Hang Glider - Vortex 120 - good beginners kite, part exchange for rig or offers.

contact: Roger Brown, (0273) 493710

SPIRIT - 70 jumps only. White, red and tan, perfect condition - £500.

contact: phone 01-761 1126 daytime or
 01-659 5591 evenings

Firefly main with Featherlite reserve in SST Racer, 60 jumps. Alti II on mount, goggles, hard helmet - £750.00

contact: Phone Andy on 01-943-1288 (evenings)

Netted T/U Free Falling Sleeve System 32ft Canopy, black/red pack, with matching jump suit. (Offers)

contact: D. Davies, phone 094872 435

Sports Parachutist Statuette - hand painted in individual or club colours. Depicting brand X RW type suit, Wonderhog pack with belly band thro'away, Bell type helmet. 10" high including mahogany base - £60 plus p & p. Agent/Distributor required for home/overseas.

contact: Prudence Hawking, Seend (038082) 709

Will swop Lightweight 252 for Lightweight 'Cloud'.

contact: John Meacock, 08324 490

Paralert with white Protec helmet good condition - £45 o.n.o. complete.

contact: K. Tyler, Northwood (09274) 23622
 evenings and weekends only.

PHANTOM™

BY NATIONAL

**The World's
Most Popular
Round Reserve**

PHANTOM 24

Big canopy performance in the smallest package yet.

- 24' conical design provides reliable openings and excellent stability.
- 362 sq. ft. of F-111 ripstop nylon for easy landings and 324 cubic inch pack volume.
- Kevlar reinforced skirt and apex for maximum strength.
- Weight is only **4.7 lbs. including 4 French Links.**
- Full diaper (lines stow on the diaper) for positive, controlled deployment.
- Mesh covered Tri-Vent ensures good drive and steerability.
- Low bulk, 400 lb. braided nylon lines.
- Packs in the smallest reserve containers.
- Tested and manufactured in accordance with **TSO C23b.**

\$420.00

PHANTOM 26

All of the outstanding features of the Phantom 24 in a larger model.

Recommended for jumpers over 180 lbs.

26' conical design, 425 sq. ft. and just **5.6 lbs. with links.** Pack volume is just 364 cubic inches.

This is the lightest and lowest bulk reserve of its size **ever produced.**

\$445.00

Contact your nearest National Dealer today.

Send For Free Kevlar Test Kit.



National Parachute Industries, Inc.

Corporate Headquarters

Worldwide sales, manufacturing and warehouse

P.O. Box 1000, 47 East Main Street
Flemington, NJ 08822 USA
(201) 782-1646

Southeastern Sales and Service

Showrooms and complete rigging facilities

P.O. Box 1567
Zephyrhills Municipal Airport
Zephyrhills, FL 34283 USA

Visa and MasterCharge welcome. Dealer inquiries invited.

World's Largest Selection

Call TOLL FREE 800-526-5946

© Copyright 1983 National Parachute Industries, Inc. The Phantom Reserve is manufactured exclusively by National Parachute Industries, Inc.

5 GOOD REASONS WHY YOU SHOULD HAVE A *Swift* RESERVE BY PARA-FLITE

Frankly, we at Para-Flite can't understand why every sky-diver in the world doesn't have a Swift Reserve packed in his tandem rig. Especially since the Swift Reserve is just as light (5.4 pounds) and packs just as small as the lightest and smallest 'minimum' round reserve. All of that and the Swift Reserve still has 177 ft² of area for soft, easy landings under even the worst conditions.

The Swift Reserve is:

1. **Safer:** Ram-air canopies have no known inherent malfunction mode. A round reserve can (and often does) invert or has a line-over (mae-west) on deployment. Statistics indicate a round reserve experiences inversions or line-overs 3 to 5 times per 100 activations independent of body position or proper activation. In addition, the Swift Reserve is deployed by our famous 'free-bag' system. This system gives the Swift Reserve a chance to open even if the pilotchute becomes entangled with the jumper or his gear. No round reserve offers this unique system.

2. **Faster Opening:** With its shorter lines and requiring less air to fill, the Swift Reserve can open in less than 100 feet. In fact, squares open so fast they must be reefed to slow them down.

3. **Better Performing:** The Swift Reserve has a 3:1 glide ratio and a 20-30 mph forward speed — that's more than three times better than any round reserve. Since the Swift Reserve flies like your ram-air main (including steering toggles) you can steer it confidently into tight landing areas and flare it for a soft landing, so important on a demo or tight DZ.



4. **More Durable:** Since the Swift Reserve can't experience a line-over or inversion, it is very unlikely that it would be even slightly damaged during deployment.

5. **A Greater Value:** The Swift Reserve is the most modern and most popular square reserve on the market. It will keep its value for many years and as square reserves become more popular its resale value increases.

Since Para-Flite invented, perfected and introduced the square reserve concept in 1978, thousands of jumpers the world over have discovered the reliability, durability and performance that is carefully and meticulously built into every square reserve we manufacture. The Swift Reserve continues this tradition.

SWIFT RESERVE: ISN'T IT ABOUT TIME YOU BOUGHT ONE?**

**Suggested Retail Price \$730.00 — including D-Bag and Pilot Chute Assembly.



CIRRUS RESERVE

The 5 good reasons listed above apply equally to the CIRRUS RESERVE however this square reserve is designed and engineered for the heavier sky diver who weighs up to 250 pounds.

The CIRRUS RESERVE has 230 ft² of lifting area, weighs only 6.9 pounds yet has LESS pack volume than the much smaller (180 ft²) Safety Star.

How is this possible?

Simple. Like the Swift Reserve, the CIRRUS RESERVE is built with the (patent applied for) 'span-wise' construction technique. Plus it is 100% F-111™ and double crossported through out.

CIRRUS RESERVE* WHAT'S YOUR REASON NOW FOR NOT BUYING A SQUARE RESERVE?**

***Suggested Retail Price \$790.00—including D-Bag and Pilot Chute Assembly



PARA-FLITE, INC.

5801 Magnolia Avenue • Pennsauken, NJ 08109 USA
(609) 663-1275 • Telex 831355

Look for this symbol,
it's your guarantee of
Quality Products and Service



©1982 Para-Flite, Inc. XL Cloud, Strato-Cloud △, Cirrus Cloud, Cirrus Reserve, Cruislike, Swift, Pursuit, DC-5, Safety Star and Goliath. For more information regarding Military Products contact Para-Flite direct.

The gliding parachutes made by Para-Flite, Inc. are covered by one or more of the following US Patents: 3540681, 3724789 and corresponding Foreign Patent Rights. Other US and Foreign Patents are pending.

After the sale

Para-Flite, besides being the acknowledged technical and performance leader of the entire parachute industry, is also head and shoulders above the competition when it comes to customer service. Our "after the sale" policy is the same today as when we were founded: The customer's complete satisfaction comes first. Period. That has always been our policy and it always will be.